

## MANTSOPA LOCAL MUNICIPALITY

### DRAFT SPATIAL DEVELOPMENT FRAMEWORK

**2019/2020**

Reviewed by Mantsopa Local Municipality and assisted by the  
**DEPARTMENT OF COOPERATIVE GOVERNANCE  
AND TRADITIONAL AFFAIRS  
SPATIAL PLANNING DIRECTORATE  
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## EXECUTIVE SUMMARY

The Mantsopa Local Municipality Spatial Development Framework seeks to guide and establish the direction in which the spatial form of the current and future development within the jurisdiction of the municipality should take place. In other words is the indicative plan showing desired patterns of land use, directions of growth, may delineate urban edges, and indicate specific development areas and conservation worthy areas. The SDF as an integral part of the Municipal Integrated Development Plan, gives effect to the achievement of the spatial vision, goals and objectives of the municipality, while aligning the SDF with relevant legislatives directives from all three spheres of government. The Mantsopa Local Municipality Spatial Development Framework has been compiled and prepared in accordance to the SDF Process Plan for the Revision/Review of the Spatial Development Framework set out by the Department of Cooperative Development and Traditional Affairs (Spatial Planning Directorate).

## 1. INTRODUCTION

### 1.1 BACKGROUND

To be able to review the spatial development framework for Mantsopa Local Municipality, different levels of analysis is required through a spatial analysis e.g. biophysical environmental analysis, socio-economic environmental and the built environment analysis. Mantsopa Local Municipality SDF has been prepared in alignment to the Constitution of the Republic of South Africa (Act 106 of 1996) in terms of the provision of service delivery, together with the principles of Spatial Planning and Land Use Management Act (16 of 2013) (SPLUMA), and other imperative national directives. Furthermore, SPLUMA provides national, provincial and municipal spatial development frameworks, sets basic principles that guide spatial planning, land use management and land development in South Africa, and provides for uniform regulation of land use management in the country. The Local Government: Municipal Systems Act (MSA) [32 of 2000], introduced the concept of the Municipal Spatial Development Framework (MSDF) as a compulsory component of the Integrated Development Plan (IDP) that every municipality has to adopt.

The Provincial policies (Free State Growth and Development Strategy as well as the Free State Provincial SDF) were also revisited as well as municipal mandates (IDP's, Housing Sector plans, Local Economic Development Strategies, etc.) to ensure coordination, integration and alignment with other sector plans which focuses on enhancing economic development, the provision of infrastructure and service delivery as well as the provision of adequate housing in suitable land. The rationale of this Draft SDF is to give an understanding of the current state of affairs within Mantsopa Local Municipality, and a variety of issues facing it in order to compile a Spatial Development Framework (SDF) that will assist in addressing those issues from a spatial perspective.

### 1.2 PURPOSE AND LEGAL STATUS OF THE SDF

#### 1.2.1 PURPOSE AND OBJECTIVE

The main aim of the SDF is the provision of guidance with regard to physical development of Mantsopa Local Municipality so as to improve the manner in which activities are arranged in the physical space. By enhancing the ways in which activities are situated in Mantsopa Local Municipality as well as interrelation of several activities with others will eventually improve the efficient and effective functioning of Mantsopa

Local Municipality. This strategic arrangement of activities will also improve the municipality capability to contribute to economic expansion, social well-being and environmental sustainability. The key objective of Mantsopa SDF is the attainment of an integrated and coordinated municipal area wherein all the sectors have the ability to contribute to an effective, well-organized, justifiable, liveable as well as sustainable urban environment.

The SDF has an influence on both private and public capital investments in the sense that it needs to fulfil the following:

- The SDF ought to give direction to private investors with regard to where certain developments will be allowed as well as where they won't be allowed;
- The SDF should make it a point that it creates a conducive environment for the implementation of municipality's Integrated Development Plan; and
- SDF ought to provide guidance in terms of spatial location of Mantsopa capital interventions in ensuring that the maximum benefits are attained from investment in place.

SDF also intends to guide decision making; promote sustainable, functional and integrated human settlements; maximise resource efficiency and enhance regional identity and unique character of a place.

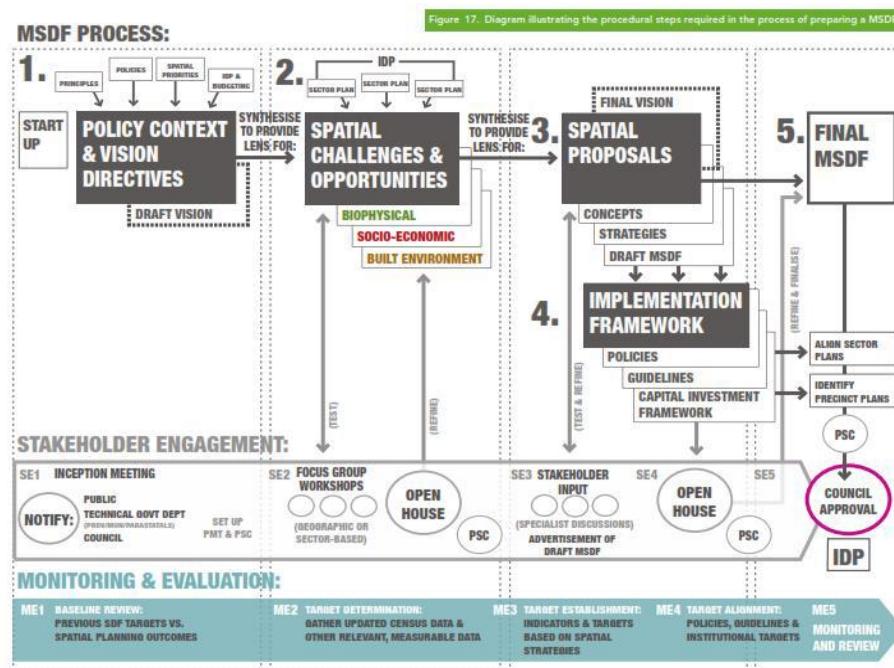
#### 1.2.2 LEGAL STATUS OF THE SDF

The most recent Mantsopa Local Municipality Spatial Development Framework was compiled by the Provincial Department of Cooperative Governance and Traditional Affairs (COGTA) (Spatial Planning Directorate) in 2015/2016, and was adopted by Council in July 2016. COGTA will assist Mantsopa Local Municipality with the review of the SDF for the period 2019/2020.

The SDF does not give or take away zoning rights. The SDF will be reviewed and updated at least once in every five years. The SDF is approved in terms of Section 34 of the Municipal Systems Act (No 32 of 2000) and Section 20(1) of SPLUMA.

## 1.3 PROJECT METHODOLOGY

The five phases are followed in developing a Spatial Development Framework, as illustrated in the figure below.



## 1.4 SPATIAL OVERVIEW

Mantsopa Local Municipality was established on 5 December 2000 and comprises the previous areas of jurisdiction of Tweespruit, Transitional Local Council, Ladybrand, Hobhouse, Excelsior, Thaba Patchoa. The area covers approximately 13 467ha in extent. It forms part of the Eastern Free state and falls within the Thabo Mofutsanyana District Municipality area. The municipality borders the Kingdom of Lesotho in the east, Mangaung Local Municipality to the west, Naledi Local Municipality to the south

and Masilonyana and Setsoto to the north. The languages spoken in Mantsopa are Sesotho, English and Afrikaans as dominant languages in the Province.

The economy of Mantsopa is largely on the commercial farming sector, which employs many of the community. The private businesses and public sector also employs a number of the community. Tourism also plays an attraction point within the Maluti Mountains and the official pronouncement of Lekhalong La Mantsopa as a national heritage site. Mantsopa therefore is the gateway to the Mountain Kingdom of Lesotho which attracts lot of tourists nationally and internationally.

### 1.3.1 LADYBRAND

Ladybrand is the most progressive of all towns and is the most eastern node in the municipal area. The area accommodates 34.0 % of the population of Mantsopa, and covers 4 682 ha in extent which comprises of Manyatseng, Mauersnek and is further surrounded by municipal commonages. It is located along the R26 between Ficksburg and Hobhouse. The area lies along the N8 connecting the Provincial Capital (i.e. Bloemfontein) with the Kingdom of Lesotho. Its accessibility to the Maluti Drakensburg route makes Ladybrand a convenient spot for tourism related activities and establishments. This area is a service centre for agricultural activities in the region.

### 1.3.2 EXCELSIOR

Excelsior is located 40 km north of Tweespruit along the R709 and forms the northern boundary of Mantsopa. It covers 1 298ha in extent of which 243 ha was designed as urban area, the rest was rented out to commercial farmers whilst some land was used for grazing purposes. The town accommodates 24.3% of the population of Mantsopa and includes Mahlatwetsa and municipal commonages.

### 1.3.3 TWEESPRUIT

Tweespruit is the most centrally located node along the N8 route between Bloemfontein and Ladybrand, and the main economic contribution in this area comes from the Community services sector. The town accommodates 10.2 % of the population of Mantsopa, and covers 1 534ha in extent, and include Borwa, Dawiesville and municipal commonages.

### 1.3.4 HOBHOUSE

Hobhouse is a smaller rural town located southwest of Ladybrand and east of Leeu River along the Lesotho border. It is the most southern node in the municipality. It covers 2 089ha in extent, which include Dipelaneng and municipal commonages. It also accommodates 4.6% of the total population of Mantsopa.

### 1.3.5 THABA PATCHOA

Thaba Phatchoa is located between Tweespruit and Hobhouse and is a small agricultural residence for 1100 families. It covers about 3 864ha and consists of farms: Thaba Phatchoa 105, Segagoana's valley 665 and Sweet home 667. The urban area is located between Leeuw River Dam to the East, Thaba Phatchoa Mountain to the West. The town lacks development in terms social amenities and economic infrastructure.

The municipal area has been divided into 9 wards. These wards comprise the following areas:

- Ward 1: Tweespruit, Borwa, Dawiesville, Thaba Phatchoa and surrounding rural areas;
- Ward 2: Hobhouse, Dipelaneng, and surrounding rural areas;
- Ward 3: Vukazenzele; Masakeng; Mekokong; Part of Los My Cherrie and a small portion in town, Modderpoort, and surrounding rural areas.
- Ward 4: Part of Los My Cherrie, Flamingo; Part of Lusaka.
- Ward 5: Mandela Park, Riverside, Masakeng, and Thusanong.
- Ward 6: Lusaka, Thabong, New Platberg, and Homes 2000;
- Ward 7: Ladybrand Town, Mauersnek; Platberg
- Ward 8: Excelsior, part of Mahlatswetsa, part of Tweespruit and surrounding rural areas;
- Ward 9: Mahlatswetsa.

Note: information for 2016 is from the community survey 2016 which is only up to municipal level not ward level.

#### NB NB MAP SHOWING REGIONAL CONTEXT OF MANTSOPA LOCAL MUNICIPALITY

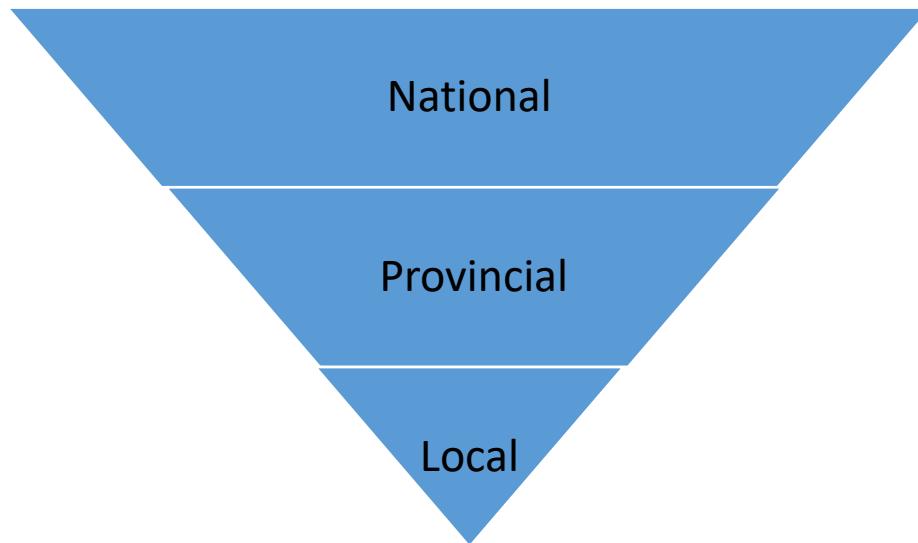
Number of Households per ward – Census 2011										
Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Total for 2011	Total for 2016
1 886	1 865	2 059	2 088	1 558	1 363	1 578	14 94	1 479	15 170	16 951

Source: Statistics South Africa - Census 2011 and community survey 2016

## 2. POLICY CONTEXT

### 2.1 LEGISLATIVE AND POLICY BACKGROUND

Development within South Africa is guided by a multitude of legislation covering the three spheres of government, National, Provincial and Municipal. A core ideal within this legislation is to redress past apartheid imbalances created by apartheid era legislation, promoting a prosperous and united South Africa. The Legislation aims to achieve this through creating a legal framework that promotes economic growth and development, increased service delivery and improved livelihoods while protecting South Africa valuable resources. This section details the relevant legislation and policies which directly influence the preparation of spatial development frameworks



### 2.3 NATIONAL POLICY

The South African government has placed a strong importance on developing policies at a national level. National policies provide the overarching framework towards development at a country wide level. National policies also act as an influence and

guide towards provincial and municipal developmental strategies. This section focuses on the relevant National Directives for Mantsopa Local Municipality SDF.

#### 2.3.1 THE CONSTITUTION OF THE REPUBLIC OF SOUTH AFRICA ACT 107 OF 1996

The Constitution is the supreme law of the country. The Bill of Rights protects the rights of all people in our country and affirms the democratic values of human dignity, equality and freedom. In terms of the Constitution, the following Sections are relevant to the structure plan. Sections 15(1) (e), 152, 195(e) and 24, of The Constitution mandates municipalities to involve the public in policy making process and clarifies the mandate of municipalities to ensure provision of basic services; promote social and economic development; and promote safe and healthy environment. In addition, Section 25(4) (a) clarifies the commitment to land reform, while 25(8) it mandates the state to acquire land and water for necessary reform. In terms of housing, Section 26, of the Constitution provides all citizens with the right to adequate housing, while mandating the state to develop necessary legislation and policy to ensure this. The same goes for other basic needs and social services such as healthcare (Sec. 27) and education (Sec. 29).

#### IMPLICATIONS FOR THE SDF:

SDF contributes towards the realization of the objectives of the Constitution through the provision of guidelines regarding the types of developments and improvements to be made in prioritised areas. These may range from the provision of adequate services, the promotion of social and economic development as well as the preservation and development of sustainable and defensible environments.

#### 2.3.2 NATIONAL DEVELOPMENT PLAN (NDP)

The National Planning Commission has developed a National Development Plan (NDP) which concentrates on enabling sustainable and inclusive development. The NDP introduces the long-term vision for the future development of South Africa. It acknowledges the spatial inefficiencies that characterizes existing settlements and commits the national government to developing a National Spatial Development Framework as set out in Chapter 8. The National Development Plan, 2030 provides a new scope of focus for planning authorities, in that its focus areas that affect spatial planning include the following:

- Creating jobs and livelihoods
- Expanding infrastructure
- Transition to a low carbon economy
- Transforming urban and rural spaces
- Education and training
- Provide adequate health care

The spatial principles that are identified in the NDP include the following:

- the integration of urban and rural areas;
- ensuring social diversity within the built environment;
- increasing the density of settlements without increasing costs of land and housing for the poor;
- ensuring the integration of transportation systems and land use;
- supply reliable infrastructure, suitable land and property, connectivity, skills and logistics to broaden the economic base of towns and cities
- build community involvement and partnerships;
- supporting the development of vibrant, diverse, safe, green and valued places

#### **IMPLICATIONS FOR THE SDF:**

The objectives of the SDF is out to uphold the standards and elements outlined in NDP to ensure realization of spatial objectives set based on the challenges and opportunities identified within the SDF areas.

#### **2.3.3 SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (SPLUMA) [16 OF 2013]**

The Spatial Planning and Land Use Management Act (2013) puts forward principles to influence spatial planning, land use management and land development. It also provides for national and regional land use frameworks as well as provincial and municipal frameworks, implying that a package of plans will be undertaken from national to municipal level to direct land use management, while providing for uniform regulation of land use management.

The Act provides development principles and norms and standards as well as frameworks on land use therefore falling within section 146 of the Constitution. The

following principles have been outlined in the act for spatial planning, land development and land use management:

- Spatial Justice
- Spatial Sustainability
- Efficiency
- Spatial Resilience
- Good Administration

SPLUMA is of vital importance as a reference to the development of structure plans as it aligns also itself with the NDP 2030 by incorporating the same developmental principles for spatial planning.

Chapter 2 Subsection 7(a)-(e) of SPLUMA requires that all SDF's give effect to the following development principles including:

**Spatial Justice;** whereby past spatial and other development imbalances must be redressed through improved access to and use of land by utilising all policies and plans available.

**Spatial Sustainability;** must promote land development that is within the fiscal, institutional and administrative means of government, give special consideration to the protection of prime agricultural land, uphold land use measures in accordance with environmental management instruments, promote land development in sustainable locations and limit urban sprawl, consider all current and future costs to all parties in the provision of infrastructure and social services to ensure the creation of viable communities

**Efficiency;** to enhance the use of existing resources and infrastructure

**Spatial Resilience;** whereby adaptability in spatial strategies and land use management structures are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks, and

**Good Administration:** whereby all spheres of government must ensure an integrated approach to land use and land development, all departments must provide their

sector input and comply with the prescribed requirements and follow a transparent public process.

#### **IMPLICATIONS FOR THE SDF:**

SPLUMA instructs national and provincial government to prepare Spatial Development Frameworks. Therefore, municipalities are beholden by this act to ensure that the preparation of the IDPs includes Spatial Development Frameworks to provide strategic spatial proposals based on the above-mentioned spatial principles and to outline the current status of each municipality.

SPLUMA Development Principles must shape particular measures for prioritising, organising, categorising and instigating public and private infrastructural and land development investment in the significance spatial transforming parts as identified in the spatial development frameworks.

#### **2.3.4 INTEGRATED URBAN DEVELOPMENT FRAMEWORK (IUDF)**

The Integrated Urban Development Framework (IUDF) was created to work towards the achievement of resilient, inclusive and liveable cities and towns within South Africa. The IUDF builds upon several chapters from the National Development Plan (NDP) as well as extending on Chapter 8 of the Constitution. The vision of the (IUDF) is: ‘Liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life’.

It aims to achieve this vision through focusing on nine levers which are:

1. Integrated Urban planning and Management
2. Integrated Transport and Mobility
3. Integrated and Sustainable Human Settlements
4. Integrated Urban Infrastructure
5. Efficient Land Governance and Management
6. Inclusive Economic Development

7. Empowered Active Communities
8. Effective Urban Governance
9. Sustainable Finances

#### **IMPLICATION FOR THE SDF:**

The IUDF deals with issues relating to Spatial Planning, Transport, Human Settlements and Urban Infrastructure, all of which are issues directly relating to local municipality’s SDF. Therefore, decisions taken in relation to these issues should be reflected in the local SDF.

#### **2.3.5 MEDIUM TERM STRATEGIC FRAME WORK 2014-2019**

The Medium Term Strategic Framework (MTSF) is Government’s strategic plan for the 2014-2019 electoral term. It reflects the commitments made in the election manifesto of the governing party, including the commitment to implement the NDP. The MTSF sets out the actions Government will take and targets to be achieved. It also provides a framework the other plans of national, provincial and local government.

The MTSF highlights Government’s support for a competitive economy, creation of decent work opportunities and encouragement of investment. The introduction of a long-term plan brings greater coherence and continuity to the planning system and means that the MTSF now becomes a five year building block towards the achievement of the vision and goals of the country’s long-term plan.

The 2014-2019 electoral mandates focus on the following priorities:

- Radical economic transformation, rapid economic growth and job creation
- Rural development, land and agrarian reform and food security
- Ensuring access to adequate human settlements and quality basic services
- Improving the quality of and expanding access to education and training
- Ensuring quality health care and social security for all citizens

- Fighting corruption and crime
- Contributing to a better Africa and a better world
- Social cohesion and nation building.

The Medium Term Strategic Framework 2014 – 2019 has two over-arching strategic themes;

#### **Radical Economic Transformation**

Government's programme of radical economic transformation is about placing the economy on a qualitatively different path that ensures more rapid, sustainable growth, higher investment, increased employment, reduced inequality and deracialisation of the economy. The NDP sets an annual growth target of above 5% by 2030 and emphasises measures to ensure that the benefits of growth are equitably shared.

The NDP further indicates that South Africa needs to increase its level of investment to at least 30% of GDP by 2030. This requires an economic environment that encourages business investment and rewards competitiveness, especially in sectors that can catalyse longer term growth and job creation

#### **Improving Service Delivery**

In dealing with backlogs and the quality of services which is uneven, there is a dire need to commit to resolve these challenges in order to improve the quality and consistency of services, which requires improvements in the performance of the public service, municipalities and service providers.

Measures to improve the capacity and developmental commitment of the state should therefore receive high priority over this MTSF period. Building capacity of the state is a long-term task which requires immediate implementation. Key priorities aimed at improving the quality of service delivery include institutionalising long-term planning; forging a disciplined, people-centred and professional public service; empowering citizens to play a greater role in development; and building an ethical public service. It will also be important to improve the management of contracts in order to ensure effective relations with non-governmental and private sector service providers.

Over the MTSF period, national and provincial departments of local government will focus on improving the quality of targeted oversight and support available to municipalities. Local government is the most participatory sphere of government and measures should be put in place to ensure that communities are empowered to hold public representatives and officials accountable, including through strengthening existing forums of people's participation.

Particular attention will be given to the management of service delivery, human resource management and financial management at provincial level. Where national and provincial or local government have concurrent responsibilities, policy coordination, monitoring and support for service delivery will be strengthened and relations between spheres will be improved.

Corruption impedes service delivery, compromises development and undermines public confidence in the state. To strengthen the fight against corruption, Government will focus on limiting the scope for conflicts of interest by prohibiting public servants and public representatives from doing business with the state as well as ensuring transparency in public expenditure and contractual relations with the business sector.

Corruption is partly a symptom of a wider problem relating to weak management and operations systems, which create the space for corruption to occur, so improvement of operational management, and especially procurement systems, will be prioritised to play an important role in reducing the scope for corruption which is adversely affecting the poor.

#### **2.3.6 MUNICIPAL SYSTEMS ACT (MSA) [32 OF 2000]**

The Municipal Systems Act, 2000 stipulates that all municipalities must prepare a Spatial Development Framework (SDF) as an essential component of the Integrated Development Plan (IDP). The IDP must therefore reflect a Spatial Development Framework and must include the provision of basic guidelines for land use management systems for the municipality. Section 25(1): The municipal council must, within a prescribed period after the start of its selected term, adopt a single, inclusive and strategic plan for the development of the municipality which:

- Links, integrates and co-ordinates plans and takes into account proposals for the development of the municipality;
- Aligns the resources and capacity of the municipality with the implementation of the plan;

- Forms the policy framework and general basis on which annual budgets must be based; and
- Is compatible with national and provincial development plans and planning requirements binding on the municipality in terms of legislation

Section 35(1), 2. (4), A spatial development framework reflected in a municipality's integrated development plan must –

- a) give effect to the principles contained in Chapter 1 of the Development Facilitation Act' 1995 (Act No. 67 of 1995);
- b) set out objectives that reflect the desired- spatial form of the municipality;
- c) contain strategies and policies regarding the manner in which to achieve the objectives referred to in paragraph (b), which strategies and policies must indicate desired patterns of land use within the municipality;
- d) address the spatial reconstruction of the municipality; and
- e) provide strategic guidance in respect of the location and nature of development within the municipality.
- f) set out basic guidelines for a land use management system in the municipality;
- g) set out a capital investment framework for the municipality's development programs;
- i) contain a strategic assessment of the environmental impact of the spatial development framework;
- j) identify programs and projects for the development of land within the municipality;
- k) be aligned with the spatial development frameworks reflected in the integrated development plans of neighbouring municipalities; and provide a visual representation of the desired spatial form of the municipality as follows:
- i. must indicate where public and private land development and infrastructure investment should take place;
- ii. must indicate desired or undesired utilisation of space in a particular area;
- iii. may delineate the urban edge;
- iv. must identify areas where strategic intervention is required; and
- v. must indicate areas where priority spending is required.

The Municipal Planning and Performance Management Regulations (MPPMR) spells out the required content of municipalities' Spatial Development Framework Plans (SDFP). Most of the content requirements are compulsory (i.e. the SDF must set out objectives or must contain a strategic assessment, etc.) whereas only one of the

requirements is optional, i.e. the delineation of the urban edge, and could be provided on the discretion or need by the relevant local authority.

#### **IMPLICATIONS FOR THE SDF:**

The SDF is prepared under the set vision of the municipal IDP. Strategic Spatial Proposals are therefore guided by the MSA mandate requiring the preparation of SDF's as a component of the IDP.

#### **2.3.7 NEW GROWTH PATH (2010)**

The New Growth Path (NGP) 2010 aims to grow the economy by 7%, create 37000 jobs per annum and create 5 million additional jobs by 2020. The New Growth path is proposed to address the economic downturn since 2008. The NGP economic development focus areas are as follows:

- Employment creation;
- Cross-cutting development policy package for growth, decent work and equity;
- Proposals for macro-economic policy, micro-economic policy, and social partners;
- Resources required to support economic development;
- Incorporation of stakeholders in the economy through institutional arrangements.

#### **IMPLICATIONS FOR THE SDF:**

The SDF needs to ensure the creation of rural-urban linkages within the municipality in order to bridge the development and economic gap between poorer rural areas within the municipality and the urban areas.

#### **2.3.8 NATIONAL ENVIRONMENT MANAGEMENT ACT 1998 (ACT 107 OF 1998)**

With regards to the provision of the National Environmental Management Act, the following directives are significant for all developments:

- Developments should be socially and economically viable, while being environmentally just;
- The protection of natural resources and maintenance of natural systems should always be prioritised;

- There should be equal access to natural resources, benefits and services to meet the human needs; and
- Precautionary measures should be taken into account when permission is granted for new developments.

#### **IMPLICATIONS FOR THE SDF:**

This act obligates municipalities to create rural and urban spaces which enhances economic opportunities and environments, while protecting and preserving the environment for future generation. As such, the SDF is ought to take cognizance to the NEMA regulations when developing spatial proposals for all municipal areas.

#### **2.3.9 NATIONAL HOUSING ACT 1997 (ACT 107 OF 1997)**

The National Housing Act reiterates the Constitutional right to access adequate housing and identifies the state's legal responsibility to a sustainable housing development process. The act identifies general principles applicable to housing development. The Act provides the following recommendations concerning housing provision:

- Prioritise the housing needs of the poor;
- Provide a wide choice of housing and tenure options;
- Be economically, fiscally, socially and financially affordable and sustainable;
- Focus on integrated development planning;
- Consider and address the impact on the environment;
- Socially and economically viable communities;
- Safe and healthy living conditions;
- Racial, social, economic and physical integration in urban and rural areas;
- Effective functioning of the housing market and level playing fields;
- Higher densities and the economical utilisation of land and services.

#### **2.3.10 NATIONAL HOUSING CODE (2009)**

The National Housing Code (2009) was developed under the direction of the National Housing Act 107 of 1997. Section 4 of the National Housing Act (1997) requires that the Minister develops a housing code. The National Housing Code contains the National Housing Programmes which are described below:

#### **• Financial Housing Programmes**

- Individual Housing Subsidies
- Enhanced Extended Discount Benefit Scheme
- Social and Economic Facilities
- Accreditation of Municipalities
- Operation Capital Budget
- Housing Chapters of IDPs
- Rectification of Pre-1994 Housing Stock

#### **• Incremental Housing Programmes**

- Integrated Residential Development Programme
- Enhanced People's Housing Process
- Informal Settlements Upgrading Programme
- Consolidation Subsidies
- Emergency Housing Assistance

#### **• Social and Rental Housing Programmes**

- Institutional Subsidies
- Social Housing Programme
- Community Residential Units

#### **• Rural Housing Programmes**

- Rural Subsidy: Informal Land Rights
- Farm Residents Housing Assistance Programme

#### **IMPLICATIONS FOR SDF:**

The SDF should be aligned to the National Housing Code to ensure the effective implementation provision of integrated Human Settlements within the municipality.

#### **2.3.11 BREAKING NEW GROUNDS**

The Breaking New Ground Policy 2004 was adopted by government as a framework policy which focuses on a holistic approach to developing human settlements, including the provision of social and economic infrastructure. The BNG Policy prescribes that housing delivery should comply with the following objectives:

- Safe and secure environments;
- Adequate access to economic opportunities;

- A mix of safe and secure housing and tenure types;
- Reliable and affordable basic services, educational, entertainment, health, welfare and police services within a Multi-purpose cluster concept;
- Compact, mixed land use, diverse, pedestrian friendly, and promotes good quality of life;
- Low-income housing in close proximity to areas of opportunity;
- Integrated, functional, and environmentally sustainable human settlements, towns and cities;
- Social (Medium-Density) Housing;
- Alternative technology and design.

**IMPLICATIONS FOR THE SDF:**

The SDF is ought to be aligned with the BNG policy in order to identify potential sites for the development of affordable housing within a reasonable distance to social and economic opportunities.

#### 2.3.12 NATIONAL TRANSPORT ACT 2009, (ACT NO. 5 OF 2009)

The National Transport Act (2009) provides the regulatory framework for public transport across the country. According to the National Transport Act, the following are important aspects:

- All public transport must be affordable and designed to integrate different modes of transport to restructure South Africa's national land transport system
- All planning authorities must prepare and submit integrated transport plans for a five-year period and update them regularly
- Land transport planning must be integrated with land development and land use planning processes
- Ensuring there is provision of quality public transport infrastructure facilities and services

**IMPLICATIONS FOR THE SDF:**

The transportation plan within the SDF will carry out the governmental mandate based on the aforementioned aspects to ensure efficiency with regards to the conduction of; transportation impact studies, availability of infrastructure and land use intensification in prioritized areas of relevant local municipalities.

#### 2.3.13 INTERGOVERNMENTAL RELATIONS FRAMEWORK ACT (NO 13 OF 2005)

The Intergovernmental Relations Framework Act was established in reference to the constitutional mandate in section 41(2) of the South African Constitution. The IGR was established to provide a legal framework to guide relations between the different spheres of government.

The main focus areas of the act are:

- To provide principles for Intergovernmental relations in the country
- To regulate intergovernmental forums
- To provide guidelines for internal intergovernmental procedures
- To provide a framework to assist in the settlement of disputes between the different spheres of government

**IMPLICATIONS FOR THE SDF:**

Where proposed corridors by the SDF cross municipal boundaries, the development of such corridors should be jointly planned by the affected municipalities to ensure integration, successful implementation and reduced potential conflict. The intergovernmental forums created through the Intergovernmental Relations Act can be used to achieve this.

#### 2.3.14 SUBDIVISION OF AGRICULTURAL LAND ACT, 1970 (ACT NO. 70 OF 1970)

The purpose of the Act is to control the subdivision and, in connection therewith, the use of agricultural land. The Act applies to areas in the former South Africa that lie outside the borders of local authorities, land which is part of an area subdivided in terms of the Agricultural Holdings (Transvaal) Registration Act, 1919, land in proclaimed townships or former South African Development Trust Land. While these "areas" were effectively removed from existence with the advent of "wall to wall" local authorities, an amendment to the Act in 1995 (Proclamation R100 of 1995), explicitly provided for the Act's continued applicability in areas formally located outside the areas of jurisdiction of municipalities.

Act No. 70 of 1970 will be replaced by a new Act that currently serves as a Bill before Parliament. The new Act will support/control the new policy of the Department of Agriculture with respect to the protection of commercial farmland from changes in

land-use, and to prohibit the subdivision of properties that will create “uneconomical or unviable” production entities. The policy of the Department of Agriculture is not available in documentary format and could be considered cumbersome and contradictory in parts. The policy entails the following:

- Any new subdivision must be able to generate an income of at least R29 000 per annum (minimum subsistence level);
- Any new subdivision intended for irrigation farming, must have access to a minimum of 10 ha of water rights or sufficient abstraction from boreholes for 10 ha of irrigation farming; • The farm must accommodate at least 20 ha of existing irrigation fields;
- A subdivision of 100 ha of existing dry cultivated fields is considered the minimum that would be allowable;
- If no cultivated fields exist, the subdivision must be able to support at least 60 large livestock-units;
- The subdivision for certain non-agricultural uses, e.g., guesthouses and businesses, may be considered favourably.

Subdivision for plots / smaller farm portions for rural residential occupation of 1 ha to 10 ha, will not be dealt with in terms of Act No. 70 of 1970. The Department of Agriculture approached all local authorities in South Africa, in order to identify farms located around existing towns that could be utilized for rural residential purposes. The Department’s intention is to “remove” these farms from the ambit of Act No. 70 of 1970. This would allow local authorities to authorize the subdivision of farms in terms of the Division of Land Ordinance, 1986 (Ord. No. 20 of 1986), to a pre-determined size.

### 2.3.15 OTHER NATIONAL POLICIES

RELEVANT ACT/ POLICY	APPLICABLE SECTIONS	COMMENTS
National Strategy for Sustainable Development-Action Plan 1 (2011)	All, but especially chapters 3 and 4	A frame of reference for <i>business unusual</i> , but also giving clarity on some Sustainable Development objectives
National Spatial Development Perspective (2006)	Principle 5	Strategy to counter the spatial manifestations of apartheid planning

<b>National Water Act (36/1998)</b>	Chapters 3, 4, 5, 13, and 14	Provides for the sustainable use of our water resources
<b>NEM Protected Areas Act, 2003 (Act No.57 of 2003)</b>	Mainly chapter 4	Provides for the conservation of ecologically viable areas (reserves)
<b>National Heritage Resources Act, 1999 (Act No. 25 of 1999)</b>	Mainly chapter 2	Provides for the conservation of heritage resources
<b>Conservation of Agricultural resources Act, 1983 (Act No.43 of 1983)</b>	Sections 5, 6, 7, 12 and 29	Provides for the control over the utilisation of natural agricultural resources
<b>NEM Biodiversity Act, 2004 (Act No. 10 of 2004)</b>	Chapter 3	To provide for the sustainable use of our natural capital

## 2.4 PROVINCIAL POLICY

The policies and frameworks developed at a Provincial level have a more direct impact on local development. Provincial policies cover the entire province but they need to focus on priority areas within the Province where development needs are most required. This section focuses on the relevant Provincial directives for Mantsopa local municipality SDF.

### 2.4.1 FREE STATE PROVINCIAL GROWTH AND DEVELOPMENT STRATEGY (PGDS), 2012

The Free State Growth and Development Strategy (FS GDS) envisages the Free State to be a resilient, thriving and competitive economy that is inclusive and has immense prospects for human development anchored on the principles of unity, dignity, diversity, equality and prosperity for all. The vision is supported with 6 pillars:

- Inclusive Economic Growth and Sustainable Growth and Job Creation
- Education, Innovation and Skills Development
- Improved Quality of Life

- Sustainable Rural development
- Build Social Cohesion
- Good Governance

The revised Free State Provincial Growth and Development Strategy aims to serve as a common strategic vision, as well as a blueprint for future strategies and development plans in the Free State Province. It analysed economic development opportunities within the social context, in line with the National Spatial Development Framework. A further goal is to provide the framework for public and private sector investment, indicating areas of opportunities and development priorities. Underlying the FSGDS are the following (quoted from the document):

- The need to effectively use scarce resources within the Province, whilst addressing the real causes of development challenges.
- The need to accelerate service delivery based on a common provincial development agenda as the basis for provincial strategic direction.
- The need to identify investment opportunities and provide an environment of certainty critical for private-sector investment.
- The need to promote intergovernmental coordination between the three spheres of government.
- The need to facilitate the implementation of the People's Contract within the Province.
- The need to provide a common vision as the basis for common action amongst all stakeholders, both inside and outside government.
- The need to provide a framework for budgets, implementation, performance management and spatial development.

The four-identified key provincial priorities are:

- Economic development, employment and investment.
- Human and social development.
- Justice, crime prevention and security.
- Stable and well-managed governance and administrative structures

#### **IMPLICATIONS FOR THE SDF:**

The implications for the Mantsopa SDF are to ensure alignment to the provincial principles listed in the LEGDS.

#### **2.4.2 FREE STATE SPATIAL PLANNING AND LAND USE BILL (SPLUMB)**

SPLUMA was enacted as National Framework Legislation with supplementary Provincial Legislation required from provinces in accordance with Schedule 1 of the said Act.

The Provincial Government, Free State COGTA, compiled the Free State Spatial Planning and Land Use Bill to inter alia regulate:

- Land Development;
- Land Use Management;
- Spatial Planning;
- To provide a hierarchy of Regional, Provincial, Municipal and Local Spatial Development Frameworks;
- To outline the Public Participation Process in a Land Use Scheme Process;
- To provide for the adoption, publication and public participation process of land use schemes;
- As well as other matters related to provincial and municipal planning.

The Provincial Legislation has not been enacted as yet, but it is necessary to include it because all Bylaws within the Free State Province needs to adhere to its prescripts.

Section 8 of the Provincial Legislation outlines the process for the compilation, review and amendment of Municipal Spatial Development Frameworks as well as committees that may be established.

The Provincial Legislation outlines 2 committees with their respective roles and functions. Due to the fact that all planning legislation must be guided by SPLUMA, the Provincial Legislation outlines similar processes for the compilation, review or amendment of the Municipal Spatial Development Frameworks.

#### **2.4.3 FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (DRAFT)**

The Free State Provincial Spatial Development Framework is a Provincial Spatial and Strategic Planning Policy that responds to and complies with the relevant legislation and policy. In the latter regard, reference is made to the National Development Plan (NDP) Vision 2030, which encourages all spheres of government to prepare spatial development plans and frameworks (such as the PSDF) that promote a developmental state in accordance with the principles of global sustainability as is advocated by, among others, the South African Constitution and enabling legislation.

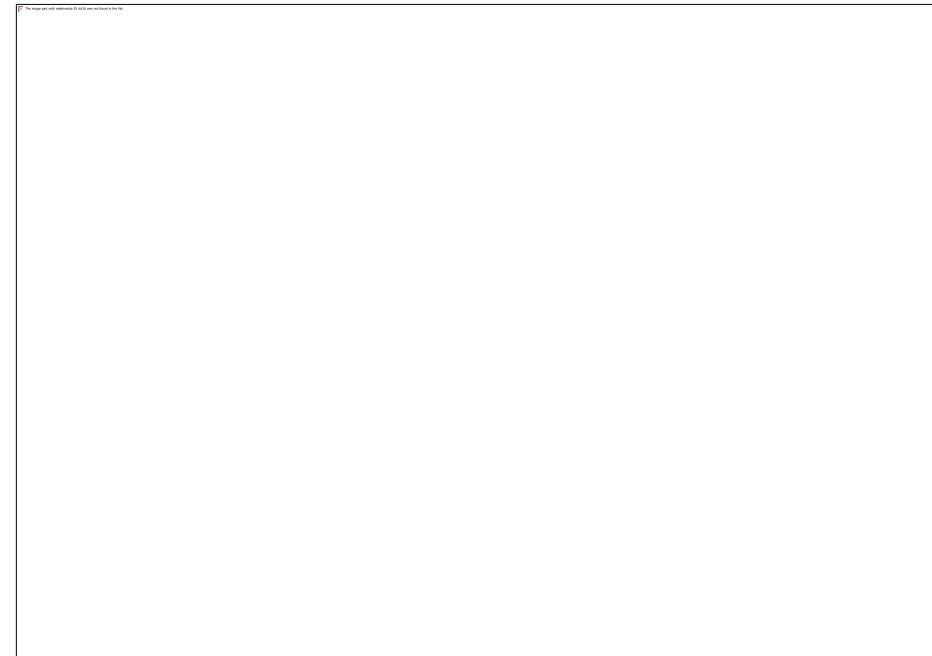
Spatial Planning Categories (SPCs) will form the basis for the overlaying of conceptual proposals of the Thabo Mofutsanyana District SDF. In this regard, the Draft Free State Spatial Planning and Land Use Bill states that all planning/development frameworks should be done according to prescribed spatial planning categories in order to have a system that will be interpreted in a similar manner across the different levels of development frameworks that are in relation to the province. These SPCs provide a framework to guide decision-making regarding land-use at all levels of planning and will ensure effective monitoring and evaluation at all levels of planning.

The SPCs are not a blueprint for land-use classification, or a zoning scheme. The SPCs provide a framework to guide decision-making regarding land-use at all levels of planning. The designation of SPCs does not change existing zoning or land-use regulations or legislation. SPCs merely help to clarify and facilitate coherent decision-making that can lead to better zoning, laws and regulations.

The FSPSDF is based on six Spatial Planning Categories (SPCs). These Spatial Planning Categories are:

- **SPC A: CORE – Conservation Areas**
- **SPC B: BUFFER AREAS – Natural Environment**
- **SPC C: AGRICULTURAL AREAS – Intensive and Extensive agricultural uses**
- **SPC D: URBAN AREAS – Built-up Areas**
- **SPC E: INDUSTRIAL AREAS**
- **SPC F: SURFACE INFRASTRUCTURE**

**NB NB NB IMAGE SHOWING SPCs OR WHAT? CLARIFY WITH BRENDA**



(MAP 2: FREE STATE PROVINCIAL SDF)

#### 2.4.4 FREE STATE AGRICULTURAL MASTER PLAN

The main focus of the services required by the Department of Agriculture and Rural Development of the FS (FSDARD) was the development and implementation of a dynamic Agricultural Master Plan (AMP). This was to encompass identifying stakeholders and their roles, producing a comprehensive resource audit, identification of best practice land use options, identifying economic opportunities, a dynamic commodity analysis, and viable development projects and the creation of a project information library. All of these were required to inform the AMP, and were to be packaged into an integrated spatial agricultural planning system.

The resulting master plan is anchored on sound environmental and economic principles as these are to be the foundation of sustainable growth and development of the sector. On implementation, the plan should support the presidential priorities that include land reform, capacity building, extension services, and agri-businesses. It should facilitate job creation, skills development,

increased sector investment in agricultural infrastructure and good practice farming systems among communities.

The following information from the AMP relates to the Mantsopa Local Municipality:

.....

NODE	AREA OF SPECIALIZATION	SPECIFIC INITIATIVES THAT CAN BE PROMOTED

[Source: FS Provincial Growth and Development Strategy, (2012)]

#### 2.4.5 FREE STATE CRITICAL BIODIVERSITY PLAN (NOVEMBER 2017)

The Department of Economic Development, Small Business Development, Tourism and Environmental Affairs (DESTEA) compiled a **Biodiversity Plan** for the Free State (November 2017). It is a technical report with detail on methods followed to produce the first terrestrial biodiversity plan for the Province. The main products of biodiversity planning process are the different terrestrial categories (e.g. Protected, Critical Biodiversity Areas, Ecological Support Areas, Other and Degraded) and land-use guidelines for the above-mentioned categories.

A Critical Biodiversity Areas (CBAs) is an area that must be maintained in a natural or near-natural state in order to meet biodiversity targets. When an area is indicated to be critical does not necessarily mean that all development within such an area is forbidden. The provincial biodiversity plan provides guidelines indicating types of development permissible in such spaces to ensure the persistence of the biodiversity features responsible for their classification as CBAs.

**NB: See attached Biodiversity overlay plan.**

## 2.5 REGIONAL POLICY

### 2.5.1 KAROO SMALL TOWN REGENERATION PROGRAM

**GET INFORMATION FROM MUNICIPALITY**

## 2.6 DISTRICT POLICY

### 2.6.1 THABO MOFUTSANYANA DISTRICT SPATIAL DEVELOPMENT FRAMEWORK 2012/2013

The goals of the Thabo Mofutsanyane District Spatial Development Framework are:

- To formulate a district industrial strategy so that the district can direct economic development and investment.
- Emphasize local job creation, the alleviation of poverty and the redistribution of opportunities and wealth.
- Promote the creation of an enabling environment conducive for economic development
- Focus explicitly on opportunities for SMME development in all economic sectors.

#### IMPLICATIONS FOR THE SDF:

The MSDF should be informed by the principles of DSDF. The MSDF should be aligned to the DSDF to ensure synergy between spatial strategies at District and Municipal level.

### 2.6.2 DISTRICT DISASTER MANAGEMENT STRATEGY

**GET INFORMATION FROM MUNICIPALITY**

### **2.6.3 DISTRICT RURAL DEVELOPMENT PLAN**

The department of Rural Development and Land Reform (DRDLR) together with the Department of Agriculture and Rural Development have jointly prepared a Thabo Mofutsanyane District Rural development Plan. The plan is aimed at directing rural development in the municipality that will ensure the continuous development and improvement of the people residing in the area. The Rural development is viewed as a sector plan for the Thabo Mofutsanyane district and its local municipality.

### **2.6.4 THABO MOFUTSANYANE DISTRICT IDP (2017 -2022)**

The Thabo Mofutsanyane IDP has established several key strategies to allow it to achieve the desired development. These key priorities are as follow:

- Sustainable infrastructures
- Local Economic Development, Job creation and Tourism
- Agriculture and Rural Development
- Social Development, Sports, Arts and Culture
- Good Governance and Community Participation
- Financial viability

#### **IMPLICATIONS FOR SDF:**

The local SDF should show appreciation of the priorities within the District IDP. The SDF should use the District IDP principles as a guide on where to locate specific areas of development within the municipality.

### **2.6.5 THABO MOFUTSANYANE INTEGRATED TRANSPORT PLAN 2005/2010**

The transport vision for the TMDM is: "A co-ordinated transport system which promotes the use of appropriate modes of transport and time sensitive transport operations and provides appropriate, accessible and convenient transport infrastructure to ensure safe, affordable and comfortable journeys thereby maximising the opportunities for the people in Thabo Mofutsanyane" The objectives that have been devised to achieve this vision are to focus on:

- Accessibility
- Affordability
- Safety

- Co-ordination

#### **IMPLICATIONS FOR THE SDF:**

The District ITP provides guidance to the transport related plans at a municipal level. The SDF should seek alignment in relation to the transport strategies provided at a District level.

## **2.7 MUNICIPAL POLICY**

Local municipality's government policies and legislation have the most direct impact on the day to day running of a local municipality because it is at a municipal level where service delivery actually takes place. Thus, Municipal directives are central to the development of the local municipality Spatial Development Framework. This section focuses on the relevant Municipal Directives for the Mantsopa local municipality's SDF.

### **2.7.1 INTEGRATED DEVELOPMENT PLAN (IDP)**

The IDP embraces the following as the vision for the Municipality: "*Serving the Community with Excellence*", and this vision is reinforced by the following mission: "*To achieve an accessible, integrated, sustainable and equitable social and economic development of the municipality*" by being able to perform the following:

- To structure and manage its administration, budgeting and planning processes
- To give priority to the basic needs of the community
- To promote the social and economic development of the community whilst participating in national and provincial development programmes.

The influence of the national, provincial and municipal strategies in developing the 2018/19 IDP has been aligned to the municipalities strategic focus areas. These strategies include the whole range of development fundamentals and prospects in the Municipality. The assimilation of the tactics and the budgets are also being pursued during the current planning cycle, which seeks to guide the development of the area over the next five years. The broad strategic focus areas will further be broken down into programmes and projects as follows:

- Improvement of Service Delivery
- Improvement of relationships with all stakeholders

- Addressing poverty and unemployment
- Good governance and administration
- Economic Development
- People Development
- Integrated Human Settlements
- Providing Infrastructure and basic services
- Environment
- Spatial form and urban management
- Safe and secure environment
- Financial sustainability
- Ensuring strict credit control
- Managing the health environment and the HIV/Aids pandemic

#### **IMPLICATIONS FOR SDF:**

The SDF is a spatial translation of the Municipality's IDP, and hence is ought to be aligned to the vision and mission of the municipality, to ensure that the development of the spatial vision, strategies and outcomes are also linked to both the short and long term strategies as outlined within the IDP.

The municipality has a capital three year service delivery plan to implement all its infrastructure projects. The plan is updated on a yearly basis to accommodate future developments and also used to indicate priority projects that have been identified by communities. Due to limited resources and therefore it is heavily reliant on MIG funding for expensive infrastructure investment. This allows the municipality to ring fence and utilise own funding for operations and maintenance. To increase capital investment strong partnerships have been formed with the Departments of Cooperative Governance and Traditional Affairs, Human Settlements, Public Works, Police; Roads and Transport, Agriculture and Rural Development, Water Affairs and Sanitation, and Energy. **The Infrastructure Delivery or Implementation Plan is indicated below:**

#### **2.7.2 MUNICIPAL LAND USE PLANNING BY-LAW**

Chapter II of the Municipal By-law demands the utilisation of Spatial Planning Categories for all Development Frameworks developed for areas within Free State Province to be spatially represented, in order to create uniformity systems across the

Province. Therefore, must be reflected in the Spatial Development Framework (SDF) and Land Use Scheme.

- ❖ Section 4-9 prescribes the compilation, review or amendment of the Municipal SDF, establishment of Project Committee and Intergovernmental Steering Committee, procedure with/or without intergovernmental steering committee as well as the functions and duties of the project committee
- ❖ Section 90(1)(a) enforce compliance by the Municipality with the provisions of this By-Law, the SDF included.
- ❖ Furthermore, Section 90(2) insists that the Municipality may not do anything that is in conflict with subsection (1).

#### **IMPLICATIONS FOR SDF:**

The Municipal By-law is the legal document that binds the Municipality on compliance and reinforcement of compilation, review and amendments of the SDF, and clearly guides the Municipality on the procedures to be adhered to.

#### **2.7.3 HUMAN SETTLEMENT PLAN**

The right to housing is considered as a very imperative aspect by the Municipality as it is treasured in Section 26 of the Constitution, 1996, of the Republic of South Africa, which stipulates that “everyone has the right to have access to adequate housing and that the state must take reasonable legislative and other measures, within viable resources, to achieve the progressive realization of the right”

In line with Section 9(1)(f) of the Housing Act, 1997, the Municipality has developed the Integrated Human Settlement Plan, which seeks to address housing backlog, which is insurmountable, due to the growing number of people who qualify for housing subsidy on a daily basis. The other factor is the influx of migrants in search of employment opportunities. The Municipality also vouch to create an enabling environment for addressing the middle income housing backlog.

In compliance with the Integrated Human Settlements Plan, the Municipality realised the need to involve relevant departments such as Department of Human Settlements as well as the Department of Agriculture and Rural Department to solicit land for housing development.

## **IMPLICATIONS FOR SDF:**

The Municipal SDF and the Housing Sector Plan should be aligned to one another in order to ensure successful provision of housing in the area. The SDF proposals should guide the Housing Sector Plan as to where to develop new integrated human settlements within the municipality.

### **2.7.4 LOCAL ECONOMIC DEVELOPMENT STRATEGY**

The Strategic Objective of the Municipality is to “*Create an environment that promotes local economic development*” and the Intended Outcome is the “Improved local trade and investment turnover and creation of decent employment”

The purpose of local economic development is to build up the economic capacity of a local municipality to improve its economic future and the quality of life for all. It is a process by which public, business and non-governmental sector partners work collectively to create better conditions for economic growth and employment generation. In Mantsopa opportunities exist for communities to collaborate with each other to help all their economies grow, this can be achieved by supporting strategic infrastructure, environmental improvements and economically friendly regulations that demonstrate a broad intention for local economic development.

Local conditions determine the relative advantage of a municipal area and its ability to attract and retain investment. Low and medium capacity municipalities with small towns and their surrounding rural areas can develop local economic opportunities at a national or international level by building on their local economic strengths, hence it is important that a Local Economic Development Strategy, which is inclusive of critical focal points such as Trade and Investment promotion, Manufacturing, Industrialization and SMME development is developed for Mantsopa Local Municipality. Institutional capacity assessment and building is also an important component of the LED Strategy, so a dedicated effort should be given to build this capacity.

The Maseru Port of Entry is currently accessed via the N8 National road which runs in an east-west direction and connects Maseru and Bloemfontein and Kimberly to the west and connects via the R26 to Gauteng.

In terms of Free State Provincial Spatial Development Framework (FSPSDF), the province should capitalize on the transport and distribution opportunities which its central location offers with regards to freight and distribution, and that it should

develop and maintain an efficient road, rail and public transport network. The Province recognises N8 Trans-National Development Corridor as one of the Development corridors.

Hence the Mantsopa Spatial Development Framework (SDF) does reflect on Maseru Port of Entry and development on the South African side of the border is encouraged. The current Mantsopa SDF (2015/16) has identified four key growth points of the area. These are residential, Business, Industrial and tourism.

1. The Maseru Port of Entry (PoE) has overtime grown to become the major port of entry along the N8 linking the Republic of South Africa and the Kingdom of Lesotho and this should be viewed as a strategic logistic development node in the area.
2. It is thus motivated that the Mantsopa Municipality should include the PoE area as a major development node/growth point of the municipality with a view to develop and enforce development guidelines of the area.
3. It is anticipated that the development node will mainly be Transport/ logistic hub specifically to guide present and future development of the PoE.
4. These development guidelines should also be included in the LUS of the municipality with a view to establish the planning guidelines, requirements and permissible activities at the PoE.

The purpose for the local SDF for the PoE will help in:

- a. Providing detailed planning guidelines relevant to the PoE.
- b. Providing a more detailed PoE related land-use in respect of proposals provided for in the municipal SDF
- c. Meeting specific land-use planning needs and priorities
- d. Providing a detailed policy and development parameters for land-use planning
- e. Guiding decisions on land-use applications and :

- f. Identifying funding source and budget for prioritized/identified projects.

## 2.7.5 ENVIRONMENT MANAGEMENT FRAMEWORK

### GET INFORMATION FROM MUNICIPALITY

#### 2.7.6 ALIGNMENT OF IDP, SDF AND LUS

All Municipalities are by law required to prepare Integrated Development Plans, which should include a Spatial Development Framework. A Spatial Development Framework is strategic and indicative in nature and is prepared at a broad scale. It is meant to guide and inform land development and management. It should contain the following components:

- Policy for land use and development;
- Guidelines for land use management (as proposed in the spatial Development Framework);
- A capital expenditure framework showing where the municipality intends spending its capital budget, and
- A strategic environmental assessment.

With the development of the Mantsopa Land Use Scheme, which incorporates the detailed forward planning component currently accommodated in the SDF, and which also prescribes procedures for the amendment of the Scheme zones and maps by the public, the purpose of the SDF will be enhanced on a detailed level.

The purpose and function of the Mantsopa SDF is seen to be exactly what it was intended – a broad and indicative guide that spatially reflects the development vision and objectives of the Municipality. Because the SDF does not contain detail proposals but broader objectives, it should not be revised annually, but will guide IDP decision-taking over a number of years. It is expected that the revision thereof will only be necessary when there is a shift in the development vision and objectives of the

Municipality. The collaboration between the development of the Scheme and SDF ensured alignment where possible, specifically looking at the detail required for future planning. The SDF makes provision for development corridors and nodes that are aligned towards the development vision and implementation of the Scheme.

The Land Use Scheme has the following purpose:

- It gives effect to the Municipal SDF by translating the SDF on a detail level to assist decision taking and the interpretation of the SDF;
- It develops and guides the implementation of large-scale public-sector projects and investments;
- It regulates the form and nature of development in a locality;
- It allocates and reserves land for municipal, public and social purposes,
- It promotes environmental conservation / protection.
- Provision is made to ensure that the SDF aligns to the principles and sections as set out by SPLUMA. SPLUMA further requires alignment between the Municipal Land Use Scheme and the SDF, an attempt towards the successful alignment of these strategic mechanisms is made in this document
- A revised urban edge with more detailed land use proposals is required to provide the required detail towards the successful implementation of the municipal Land Use Scheme.

## 2.8 ALIGNMENT

### 2.8.1 VERTICAL ALIGNMENT

The Mantsopa Local municipality is one of the five municipalities in Thabo Mofutsanyane District. This SDF document takes guidance from the district SDF together with the Free State Provincial Spatial Development Framework (PSDF). The district municipality is in the process of reviewing their Spatial Development Framework to ensure that it is aligned to all spatial policies and to the PSDF of the Free State.

## GET INFORMATION FROM MUNICIPALITY

### 2.8.2 HORIZONTAL ALIGNMENT

The Mantsopa Local Municipality is a Category B municipality situated within the Thabo Mofutsanyana District in the eastern Free State Province. It borders Masilonyana and Setsoto to the north, the Kingdom of Lesotho to the east, and Mangaung Metropolitan Municipality to the west.

#### (MAP: ADJACENT MUNICIPALITIES)

#### NEIGHBOURING SPATIAL DEVELOPMENT FRAMEWORKS

This section will briefly summarize the most important aspects identified in the neighbouring local municipality SDF. Six local Municipalities bordered Mantsopa Local Municipality:

#### THABO MOFUTSANYANA DISTRICT SDF

Thabo Mofutsanyana consists of six local municipal areas, with Setsoto forming the south western section, Mantsopa forming the south eastern section, Dihlabeng the south middle section, Nketoana the north middle section, Maluti a Phofung the south eastern section and Phumelela the north eastern section of the district. The district includes the former homelands of QwaQwa.

Bethlehem, Ficksburg, Harrismith, Vrede, Memel, Phuthaditjhaba, Senekal, Reitz and Ladybrand constitute the main economic centres within the district. The above identified urban centres also serve the surrounding rural areas. Thabo Mofutsanyana district municipality enjoys high levels of connectivity to other districts, provinces within South Africa, as well as to airports and harbours.

The R26/R711/R712 primary roads also constitute a major roadlink on the eastern border of the district linking Hobhouse, Ladybrand, Clocolan, Ficksburg, **Fouriesburg**, Clarens, Phuthaditjhaba with Harrismith. Ladybrand links the district with the N8 route, which links Kimberley with Lesotho via Bloemfontein. Airfields are located in a number of towns throughout the districts, namely Ladybrand, Ficksburg, Bethlehem, Harrismith and Vrede.

#### Railway line NB NB NB NB

Border posts at Ladybrand, Ficksburg, Fouriesburg and Phuthaditjhaba connects the district with the Kingdom of Lesotho. Land use in the district is primarily agricultural in nature. The district is also an important tourism destination due to spectacular scenic beauty of the Drakensberg and Maluti mountain ranges, as well as the Golden Gate Highlands National Park. Due to its regional characteristics, the main industries the district thus focuses on are agric-beneficiation and tourism development.

Thabo Mofutsanyana District Municipality constitutes the north eastern part of the Free State Province. The physical characteristics of the district have an impact on development as specific physical characteristics influence human settlement and development. It is important therefore that the physical characteristics are identified in order to consider it when development projects and programmes are designed.

#### MANGAUNG METROPOLITAN MUNICIPALITY SDF

The city is centrally located in South Africa and is served by major roads such as the N8 which links the Free State Lesotho via Maseru Border Gate. Furthermore, the N8 which links Lesotho in the east with the Northern Cape in the west via Bloemfontein.

#### SETSOTO LOCAL MUNICIPALITY SDF

R26 links Ladybrand with Ficksburg on the northern side of Mantsopa Local Municipality via the R26. A service centre which is mainly predominated by agricultural activities in Ladybrand, surrounding rural areas and towards Lesotho. The viability of the retail and industrial land uses still needs to be explored to enhance the economy of this municipality.

#### MASILONYANA LOCAL MUNIPALITY SDF

The R709 road from Hobhouse joining the R703 road at Excelsior is the main linkage between the two municipalities. The R709 road runs over the N8 national road, and the R703 runs over the N1 national road.

### 3 STATUS QUO AND SPATIAL ANALYSIS

#### 3.1 SPATIAL DEVELOPMENT FRAMEWORK VISION

##### 3.1.1 SWOT ANALYSIS

Illustrated in the table below are the Strengths, Weaknesses, Opportunities and Threats for Mantsopa Local Municipality based on the situational analysis and synthesis. It can be noted that the municipality has the potential to foster economic growth and job creation, through tourism, manufacturing, agriculture as well as mining. However, the municipality is faced with a number of challenges which threaten the quality of life of the municipality's residents as well as the existing resources of the municipality as well land scarcity for residential development.

**Table NBNB: SWOT Analysis for Mantsopa Local Municipality**

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>• Availability of unique culture, heritage and indigenous biodiversity;</li> <li>• Fertile arable land and good pastures;</li> <li>• Mineral resources availability;</li> <li>• Availability of infrastructure for the transportation of goods (railway and roads); and</li> <li>• Its location in relation to border post and Maloti Tourism Route.</li> </ul>	<ul style="list-style-type: none"> <li>• Ageing infrastructure particularly in the Ladybrand and Excelsior CBDs.</li> <li>• Water loses due to old infrastructure.</li> <li>• Limited capacity for future development.</li> <li>• Huge housing backlog particularly in the informal settlements.</li> <li>• Gravel road in Thaba Patchoa.</li> <li>• Slow pace of housing projects.</li> <li>• Poor storm water management</li> </ul>

<ul style="list-style-type: none"> <li>• Relatively good road network access to N8 corridor development.</li> <li>• The tourism sector is currently a small contributor to the region's economy, but holds a number of opportunities that can be explored</li> </ul>	<ul style="list-style-type: none"> <li>• Poorly located landfill site which have resulted in illegal dumping.</li> <li>• High rate of youth unemployment</li> <li>• Poor management of natural resources (wetlands, rivers, dongas);</li> <li>• Limited Public transport and unavailability of Taxi rank;</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• Potential crop and stock farming due to fertile soil and good pastures as well as good climatic conditions;</li> <li>• Use both manufacturing and agro-processing for economic growth;</li> <li>• Vacant land between Excelsior and Mahlatswetsa which can be developed for residential and business to foster convenience and spatial integration;</li> <li>• Tourism potential through the sustainable use of protected</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of indigenous biodiversity due to development;</li> <li>• Possible loss of heritage due to erosion of cemeteries;</li> <li>• Environmental degradation of rivers due to poor management and misuse;</li> <li>• Pollution of wetlands due illegal dumping of waste;</li> <li>• Water scarcity;</li> <li>• Land scarcity for residential development; and</li> </ul>

<p>areas, scenic beauty and unique heritage; and</p> <ul style="list-style-type: none"> <li>• Job creation opportunity through tourism, mining, manufacturing and agriculture as well as agro-processing.</li> </ul> <p>The following incentive programmes should be explored:</p> <ul style="list-style-type: none"> <li>• Urban renewal programme.</li> <li>• Municipal Infrastructure Grant and other conditional grants.</li> <li>• Informal Settlement Upgrading Programme.</li> <li>• Public private partnerships.</li> </ul>	<ul style="list-style-type: none"> <li>• Persistent land invasion due to informal settlements.</li> <li>• Increasing rate of urbanisation in areas where there is inadequate bulk infrastructure.</li> <li>• Reduction in infrastructure grants from national and provincial government.</li> <li>• Ageing infrastructure in all five towns</li> </ul>
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The IDP Vision of the municipality is as follows:

*"Serving Community with Excellence"*

Therefore, given the analysis of the spatial characteristics and the above vision, the following spatial vision can be derived:

### **The Spatial Vision (5 Year Plan)**

***"Mantsopa Local Municipality strive to excel in the development of its citizens through the provision of quality services, protection of the unique environment, preserving the diverse culture and creating sustainable economic opportunities through agriculture and tourism."***

The implications of the above vision are as follows:

**Agriculture – protection of agricultural land in the municipal jurisdiction through sustainable use of arable land.**

**Tourism and Heritage (Culture) – preservation of the heritage of the Mantsopa area while promoting tourism**

**Infrastructural development – prioritising the infrastructure development necessary to enhance the quality of life for the Mantsopa residents**

**Protection of the environment – promotion of the sustainable use of the environment and its resources to ensure**

**Economic opportunity – creation of economic and employment opportunities within the jurisdiction of the municipality**

### **Mission (10+ year vision)**

***"By achieving integrated development in the municipality through access to sustainable equal social services and economic opportunities for all."***

### **3.1.2 SPATIAL DEVELOPMENT FRAMEWORK VISION FOR 5 YEARS**

#### **FORMULATION OF THE DRAFT SPATIAL VISION**

The purpose of this phase is to further reach an agreement with stakeholders (including sector departments) on the spatial vision and issues. This phase precedes the status quo investigation and ensures that the analyses and proposals are strategically focused by issues of concern and the vision of where the Municipality wants or intend to be in 5 (five) years and longer.

#### **SPATIAL VISION AND OBJECTIVES**

The vision of the SDF is how the IDP Projects and other projects can be spatially represented) e.g.:

"To SPATIALLY REPRESENT all future projects for the next 5 years for development (social-economical, environmental etc....) by all spheres of government to the advantage of communities and to certain proposed areas for future development based on sound planning principles"

### 3.1.3 SPATIAL DEVELOPMENT FRAMEWORK VISION FOR 10 – 20 YEARS

To enhance the strengths and of each town with its rural, social, economic, environmental and heritage opportunities ..... and to spatially represent development for the next 10 – 20 years to the advantage of each resident and the development communities to their full cultural, social, economic, environmental ... success.

#### IDP Vision:

"By 2030 the Kopanong Local Municipality should be a vibrant, sustainable and successful municipality which provides quality services."

#### Mission:

- To provide democratic and accountable government for local communities
- To ensure the provision of services to communities in a sustainable manner
- To promote a safe and healthy environment
- To promote social and economic development
- To encourage the involvement of communities and community organizations in the matters of local government.

In line with its developmental mandate, Mantsopa Local Municipality understands its service delivery objectives as set out in the developmental strategies.

#### Slogan:

**"Serving Community with Excellence"**

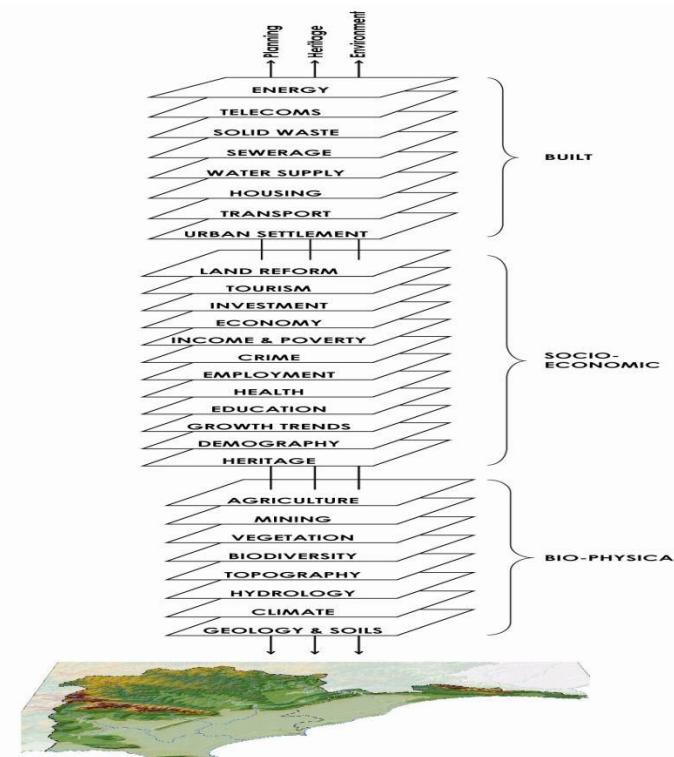
## 3.2 SPATIAL ANALYSIS

The Spatial Analysis presents the overall spatial picture of the municipality, that is, the current situation, patterns and trends within the municipal area and includes the

quantification of the needs and capacities of the municipality. Information gathered focuses on the implications for the development of the municipality (for instance an understanding of the soils in the municipal area, will help direct growth away from arable land); emphasizing the spatial implications of the trends and drivers of urban growth and development.

### 3.1.5 ANALYSIS MATRIX

The status quo information is systematically unpacked. See Figure 1 as provided in the SDF guidelines document. 26 key sectors grouped into biophysical, socio-economic and built environment which must be taken into account. All these aspects of the status quo investigation and analysis are mapped.



**Figure 1** Spatial Analysis matrix (source: Cape Agulhas SDF CNdV africa, 2007)

Key concepts consist of three main branches namely:

### 3.2.1 BIOPHYSICAL ENVIRONMENT

This natural capital base is the primary or foundational layer on which the remaining two set of layers must feed in a sustainable way. Geology, soils and climate form the basic geomorphologic relationship which gives rise to hydrological, topographical and biodiversity patterns. Agriculture and mining are included in this sub-set due to their close relationship with the natural environment.

Mantsopa Local Municipality comprises of various natural resources, however comprises of only three protected area which are publicly owned. There are hydrological features such as wetlands, rivers and dams. The area also comprises of a grasslands biome and sandstone formations with potential for mining, however these natural resources are faced with challenges of environmental degradations.

#### 3.2.1.1 Vegetation

The area forms part the grassland biome, which consists of the following various vegetation types: cymbopogon-themeda veld (sandy) and classified as moist cold Highveld grassland and moist cool Highveld grassland. **NB refer to Biodiversity plan** The area is mostly dominated by ..... The municipality has two different types of farming namely; crop and stock farming. Due to fertile soil and good climatic condition the following are the main agricultural economic products: wheat, maize, sunflower, and cattle farming within the municipal sphere.

#### 3.2.1.2 Hydrology

The hydrological features within the Mantsopa Municipal boundaries consists of rivers and dams

- Agriculture Vegetation
- Mining
- Bio-diversity

- Topography
- Climate
- Geology
- Soils

### 3.3 BUILT ENVIRONMENT

#### 3.3.2 HIERARCHY OF SETTLEMENTS

A settlement hierarchy is usually based on the classification of individual settlements (e.g. towns and villages).

This settlement hierarchy is not based on individual settlements only, but settlement clusters for priority development nodes. **Settlement clusters** therefore indicate priority development areas/nodes in which primarily first order settlements (three types of growth points) and second order settlements (population concentration points) are identified. **Growth points** are therefore the highest order in the settlement hierarchy, with **Population Concentration Points** being the second order in the settlement hierarchy. The individual settlement categories in the settlement hierarchy are described as follows:

**First order settlements (Growth Points)** are individual settlements (e.g. towns/villages) or a group of settlements located relatively close to each other where meaningful economic, social and institutional activities, and in most instances a substantial number of people are grouped together. These growth points seem to have a natural growth potential but some do not develop to their optimum potential due to the fact that capital investments are made on an ad hoc basis, without any long-term strategy for the growth point and/or the area as a whole. All three categories classified as growth points should be stimulated according to their status in the hierarchy, by amongst others providing higher levels of service infrastructure, also to ensure that

appropriate services are available for potential business and service/light industrial concerns. Higher levels of services, which reflect these growth point's status in terms of the settlement hierarchy, and are therefore relative to other settlements in the area, will also attract residential development to these growth points, with the implication that certain threshold values in population be reached to provide for higher levels of social, physical, institutional and economic services.

The three categories of growth points/first order settlement are described in terms of their relative importance (priority) in the following hierarchy:

### **Provincial Growth Point (PGP)**

A provincial growth point is the highest order in the hierarchy and therefore also the most important type of growth point. All the PGPs have a sizable economic sector providing jobs to many local residents. They have a regional and some a provincial service delivery function, and usually also a large number of social facilities (e.g. hospitals, tertiary educational institutions). All of them have institutional facilities such as government offices as well as local and/or district municipal offices. The majority of these provincial growth points also have a large number of people.

### **District Growth Point (DGP)**

These growth points already have a meaningful economic sector with some job creation, various higher order social facilities such as hospitals and/or health centres, and some accommodate tertiary educational institutions. Most of these district growth points also have regional government offices and in many instances also district and/or local municipal offices. Most of the district growth points have a large number of people grouped together.

### **Municipal Growth Point (MGP)**

In terms of the various categories of growth points the municipal growth points have a relatively small economic sector compared to the district, but more specifically the provincial growth points. Municipal growth points serving mainly farming areas often have a sizable business sector providing a

meaningful number of job opportunities. These growth points usually also have a few higher order social and institutional activities. In most instances these growth points also have a reasonable number of people.

### **Second Order Settlements (Population Concentration Points)**

They are individual settlements (e.g. towns and/or villages) or a group of settlements located close to each other which have a small or virtually no economic base, meaningful social and often some institutional activities, but a substantial number of people located at these settlements. In most instances the population concentration points form part of a settlement cluster, which also has one or more growth point within the cluster. These population concentration points are mainly located adjacent to tarred roads or intersections of main district roads which provide accessibility to job opportunities elsewhere. These nodes should also be given priority in terms of infrastructure provision with a high level of services, although not at the same level as for growth points. This approach should be followed to attract people from smaller villages in the area with a lower level or no service infrastructure.

### **Third order settlements (Local Service Points)**

These third order settlements exhibit some development potential based on population growth and/or servicing function potential, although most of them only have a very limited or no economic base. Most of these settlements (specifically in the traditional rural areas) have 5000 people or more, and do not form part of any settlement cluster. Most of these settlements are relatively isolated in terms of surrounding settlements. Only in a few instances have two or more settlements, which are in a very close proximity to each other, been grouped together and classified as a local service point. The potential for self-sustained development growth is limited by the lack of development opportunities in these settlements. Most of these settlements can also be distinguished from lower order (fourth and fifth order settlements) mainly because of their size and servicing functions. Some of these third order settlements have established government and/or social services.

#### Fourth order settlements (Village Service Areas)

This category of settlements in the settlement hierarchy has been identified to allow for circumstances in mainly traditional rural areas where three or more small settlements are located in such a way that they are interdependent or linked together by means of specific social infrastructure (e.g. clinic, secondary school). The group of settlements is usually mutually dependent on these facilities. These settlements are small and have often less than 1000 people per village. Although the settlement hierarchy identified and described this category of settlements, they are not identified in terms of the macro spatial planning that is being done on provincial level. It is expected that local and district municipalities should embark on a process in conjunction with the relevant communities to identify settlement groupings, which may fall into this fourth tier of the settlement hierarchy.

<b>D</b>	<b>Small to medium towns/Regional Service Centres</b>	60 000 – 100 000	None
<b>E</b>	<b>Small towns/isolated Regional Service Centres</b>	250 000 – 60 000	Ladybrand
<b>F</b>	<b>Dense dispersed settlements</b>	10 000 – 100 000	None
<b>G</b>	<b>Villages</b>	5000 - 25 000	Excelsior Hobhouse Tweespruit
<b>H</b>	<b>Remote Villages</b> (villages more than 20km from larger settlements)	500 – 5 000	Thaba Patchoa

#### Fifth order settlements (Small Settlements)

This category includes all those settlements, mainly rural villages, which are not included in the previous 4 categories of the settlement hierarchy. For the purposes of the macro spatial plan the fourth order settlements have also been included into this category. These settlements are categorised together because by far the majority are very small (less than 1 000 people) and are rural settlements, which are only functioning as residential areas with no economic base. The potential for future self-sustainable development of these settlements is also extremely limited, but mostly non-existent. The rationale behind this approach is to develop priority nodes into economically viable and sustainable settlements, in order to create employment and improve the living conditions of residents in these nodes.

	HIERARCHY OF SETTLEMENTS	CATCHMENT SIZE (NO. OF PEOPLE)	SETTLEMENT
<b>A</b>	<b>Metropolitan Cities/Regions</b>	> 1 000 000	None
<b>B</b>	<b>Large Cities/small metros</b>	350 000 – 1 000 000	None
<b>C</b>	<b>Large towns/Regional Service Centres</b>	100 000 - 350 000	None

#### Role of Settlements

Kopanong Local Municipality is a Category B Settlement according to the .....

The following table reflects the Towns in Kopanong Local Municipality that was classified by the Department of Rural Development and Land Reform (2016)

	HIERARCHY OF SETTLEMENTS	CATCHMENT SIZE (NO. OF PEOPLE)	SETTLEMENT
<b>G</b>	<b>Villages</b>	5000 - 25 000	Bethulie Edenburg Fauresmith Jagersfontein Reddersburg Springfontein Trompsburg
<b>H</b>	<b>Remote Villages</b> (villages more than 20km from larger settlements)	500 – 5 000	Gariep Dam Philippolis

(Source: DRDLR; 2016)

### 3.3.2 STRUCTURING ELEMENTS

The SDF refer to the SDF elements only as Centres, Nodes, Hubs, Routes, transport axes, development corridors and zones. This document re-categorised spatial planning with sub categories. The various categories are numbered in alphabetical order. The purpose is to provide a system in terms of which each entity in the municipal area can be allocated a coded number that would facilitate effective land-use management.

#### **Centres**

Centres represent a classification of localities according to specific and specialized services of regional or provincial importance. Different types of centres were distinguished:

- (a) Administrative centre: Ladybrand
- (b) Agricultural centre: Excelsior and Tweespruit

#### **Nodes**

These are localities where development (facilities, services and economic opportunities) tends to concentrate. Different types of nodes were distinguished:

(a) **Economic growth nodes** are localities where economic growth will be promoted. A variety of activities will tend to cluster in and around the node. These nodes offer development potential and needs to be stimulated in order to concentrate growth. The potential for growth is informed by the strengths and opportunities presented by each node. These nodes should therefore be developed in order to draw investment to regions. Those urban nodes, which have not been identified as economic growth nodes, will continue to exist as service centers. It is therefore sensible to focus capital investment to favour those nodes where development will more likely be sustained in future. This implies that both public and private initiatives in areas identified as economic growth nodes should be supported. This will have the effect that a greater need for new residential sites, housing and infrastructure will arise in these

areas, thus requiring the allocation of grants for capital investment projects to favour these localities more than those with limited growth potential.

The areas without growth potential should be developed with social services in support of those areas where growth will be experienced. It is therefore proposed that attention should be paid to education, health and social infrastructure in these service nodes so that the quality of life of people staying there can be improved. Ladybrand is identified as the most important economic growth node within the Mantsopa Local Municipality.

(b) **Tourism nodes** offer leisure and tourism products to the consumer. The node will attract tourists due to its unique features, historic value or special character and will therefore have an edge over any other type of node to draw tourists to a region. Tourism development potential of these nodes needs to be enhanced in order to improve its attractiveness to tourists visiting these areas. Particular attention should be paid to the marketing of these nodes to tourists and therefore it should be included in the tourism strategy of the regions. Many of these nodes incorporate environmental sensitive areas and thus a cautious approach should be followed not to impact negatively on the environment. Valuable agricultural land should preferably be preserved for agricultural productivity.

Careful consideration should be given to advertising and building design when new developments are established in towns earmarked as tourism nodes, as this can negatively impact on the marketability of such towns as tourist destinations. The existing ambiance of these towns should therefore be enhanced with sensitive development. Areas surrounding regional dams are well suited for tourism. Development in these areas should be sensitive towards these natural features.

(c) **Restitution nodes** are concentrated human settlements at a low scale, which are mostly agricultural orientated and most of the economic opportunities lie in the utilization of the natural resource base. Land is utilized for communal grazing or other agricultural activities by the community and usually supports subsistence farming activities. The idea is also not to create

dispersed residential settlements throughout the district. A concentration of human settlement may only be allowed at locations other than urban areas when sustainable economic opportunities and social services can be integrated with the newly planned settlement. This implies that agri-villages will have to supply some form of economic opportunity to its residents within its immediate surroundings. Work somewhere else is not seen to be sustainable and preference should rather be given to self-employment opportunities like small-scale farming or agro-processing within and around the agri-village.

Management plans for commonages must be compiled and implemented by all local municipalities. Kraals for livestock within commonage areas should be provided where required. Management plans for tribal areas should be developed in consultation with tribal authorities and implemented by local municipalities.

(d) **Nature Reserves and Conservancies nodes** are localities protected by legislation for its environmental quality. A number of conservancies and game farms are located in the Mantsopa Local Municipality. Development in these areas should be sensitive towards these natural features.

#### **Activity hubs**

These are localities with concentrated development (facilities, services and economic opportunities) of such importance and with a sphere of influence of provincial extent. Specialization of services or products can take place. The larger the influence sphere of a node, the more intense the development associated with the node and the greater the density and area that the node will occupy.

#### **Movement routes**

#### **Tourism Route**

Tourism routes are scenic routes linking tourist destinations. These routes will therefore support development focusing on the hospitality and tourism

industry along it. Tourism signage to promote the tourism destinations along routes should get priority.

#### **Transport Axes**

Transport axes are routes of high mobility (movement) that establish a linking between areas of significance, with an optimal travel time. The potential is provided for development to locate itself in relation to these movement routes.

#### **Activity corridors**

Development corridors are characterized by higher order ribbon-like development along routes that can be classified as transport (movement) axes. These corridors promote economic activity at specific locations along these distribution routes. It thus not necessarily implies that development will be continuous for the full length of the corridor. It is foreseen that the presence of economic activity along these routes will require special attention in terms of the planning of ingress and exits to and from commercial activities in order not to interfere with the mobility of the corridor itself. Economic development should thus be promoted along development corridors, but care should be taken not to impact negatively on the mobility of the corridor.

#### **Zones**

Zones are areas with common identifying characteristics and usually have a homogeneous land use associated with it. It comprises medium to large sections of the spatial environment and may include land uses associated with agricultural or human settlement developments. Different kinds of zones were distinguished:

- **Tourism zones** are areas that have a high environmental quality or cultural/historic heritage and are characterized by tourist destinations. Supporting infrastructure like arts and crafts stalls, bed and breakfasts, restaurants, etc. should be developed at strategic localities within these zones. Eastern Free State Tourism Zone stretches from the southernmost part of the Xhariep district on the R26 route to the north-eastern parts

(QwaQwa, Kestell and Harrismith) up to and including Memel and Vrede. All these areas are linked together by means of the said tourism zone.

- **Commercial agriculture zones** are the larger agricultural land units that accommodate a diversity of agricultural production for the commercial market. These areas usually surround the urban nodes. The potential of the land depends on the soil quality and the availability of water. It is recognized that all currently cultivated and grazing land be protected from urban development and that future extension should be guided by in-depth analysis that takes into account soil potential, carrying capacity, type of agriculture, availability of water, etc. Smaller subdivision of agricultural land and change of land use will thus be considered on an individual basis and after proper analysis of the present situation and future impact of the proposed development have been done in consultation with the relevant authorities. Subdivision of farmland will only be approved if proven sustainable. Agro-processing plants may develop on farms, but only if proven sustainable. Alternative land use practices in particularly different types of products and farming methods should get attention in future.

## Cultural heritage and tourism

We need to provide a vision for tourism. On a municipal scale we need to spatially identify the tourism nodes by knowing the availability and accessibility of the natural and cultural features of the municipality. From the location analysis we would then be able to establish access routes, accommodation, and the extent of activities to these tourism nodes. Modderpoort has significant political sentiment and is located 14km from Ladybrand on the R26. Tourism also plays an attraction point within the Maluti Mountains and the official pronouncement of Lekhalong La Mantsopa as a national heritage site. Mantsopa therefore is the gateway to the Mountain Kingdom of Lesotho which attracts lot of tourists nationally and internationally.

As outlined in the Provincial Economic Strategy analysis, tourism has been identified as a sector having competitive advantage. This sector reflects strengths, unique characteristics and a potential for growth and development. The Free State Province's natural and cultural features have different potential for tourism. One of the province's main assets is its large areas, which are relatively well-preserved, particularly the Maloti-Drakensberg; Golden Gate Reserve and mountain ranges. The magnificence and beauty of these mountains, together with their wilderness atmosphere and rich habitat diversity, provide unmatched opportunities for tourism development.

*Also see Map D.q.1 Tourism*

## Land ownership and vacant land (private, trust, government, municipal owned land)

Corridors are characterized by higher order ribbon-like development along routes that would otherwise be classified as movement corridors. These occur on various levels, from local development corridors along the main streets of the towns or even along rivers to regional and provincial corridors. Different types of corridors can be distinguished such as development corridors, movement corridors and activity corridors. (*Kopanong SDF 2004*)

Macro Level: (Map: Existing)

- **Transport Corridors:**  
Linking destinations on major routes.
    - ✓ The N1: Edenburg, Trompsburg, Springfontein, Gariep Dam
    - ✓ The N6: Reddersburg with Mohokare Local Municipality
    - ✓ Railway: Springfontein with Gauteng and Eastern Cape
    - ✓ Airfields: Gariep Dam
    - ✓
  - **Tourism Corridors:**  
Tourism corridors are scenic routes linking tourist destinations.
    - ✓ The Horizon Tourism Corridor linking Kimberley with Jacobsdal, Koffiefontein, Fauresmith and Philippolis.
    - ✓ The Gariep Tourism Corridor linking Gariep Dam town with Rouxville, via Bethulie and Smithfield.

- **Development Corridors:**

- Linking towns and nodes on a specific route.
- ✓ Orange River

Micro Level:

- **Transport Corridors:**

- ✓ Edenburg:
- ✓ Trompsburg:
- ✓ Springfontein:
- ✓ Gariep Dam:
- ✓ Bethulie:
- ✓ Reddersburg:
- ✓ Philippolis:
- ✓ Fauresmith:
- ✓ Jagersfontein:

### Cultural Heritage and Tourism

Def:

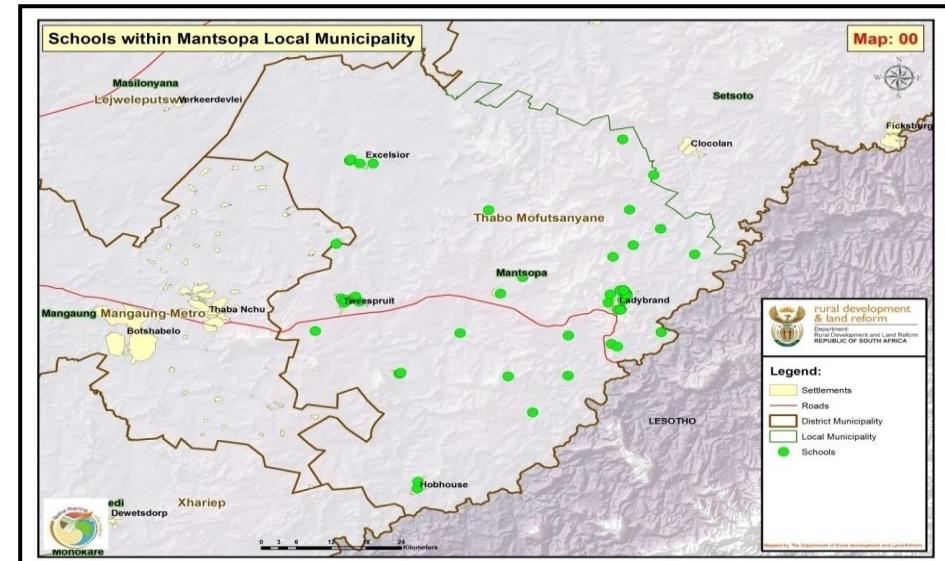
### Land Ownership and Vacant Land

### 3.3.3 COMMUNITY AND SOCIAL SERVICES

#### Education Facilities

The educational facilities in Mantsopa Local Municipality comprises of 26 schools, 9 farm schools and 25 ECD's as depicted in the Table.... below:

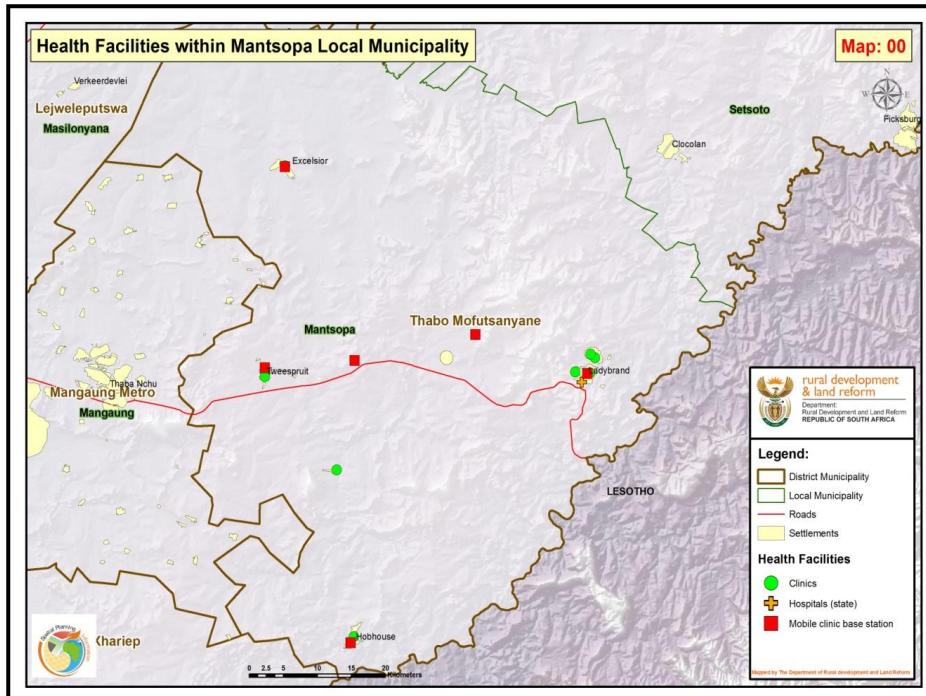
TOWNS	LADYBRAND	TWEESPRUIT	EXCELSIOR	HOBHOUSE	THABA PATCHOA	TOTAL
SCHOOLS	16	4	3	2	1	26
FARM SCHOOLS	5	3	0	0	1	9
ECDs	12	6	3	3	1	25



#### Health Services

Mantsopa Local Municipality poses a serious challenge in terms of healthcare amenities with only 1 hospital situated at Ladybrand. The total number of clinics is 9 as shown in Table... :

TOWNS	LADYBRAND	TWEESPRUIT	EXCELSIOR	HOBHOUSE	THABA PATCHOA	TOTAL
HOSPITALS	1	0	0	0	0	1
CLINICS	4	2	1	1	1	9



### Community Facilities

#### Cemeteries

TOWN	CURRENT TOTAL	FULLY UTILIZED (CLOSED)
EXCELSIOR	3	1
TWEESPRUIT	3	1
THABA PACHOA	1	0
HOBHOUSE	5	3
LADYBRAND	6	3

#### Parks

TOWN	NUMBER OF PARKS
LADYBRAND/MANYATSENG	THUSANONG (1) FLAMINGO (1) MANDELA PARK (1) LUSAKA (1)
THABA PACHOA	NONE
TWEESPRUIT	NONE
HOBHOUSE	NONE
EXCELSIOR	NONE

#### Community Centres

NB

#### Libraries

TOWNS	LADYBRAND	TWEESPRUIT	EXCELSIOR	HOBHOUSE	THABA PACHOA	TOTAL
LIBRARIES	2	1	2	1	0	6

#### Police

TOWNS	LADYBRAND	TWEESPRUIT	EXCELSIOR	HOBHOUSE	THABA PACHOA	TOTAL
POLICE STATION	4	1	1	1	0	7
CORRECTIONAL SERVICES	1	0	0	0	0	1

#### Recreational Facilities NB

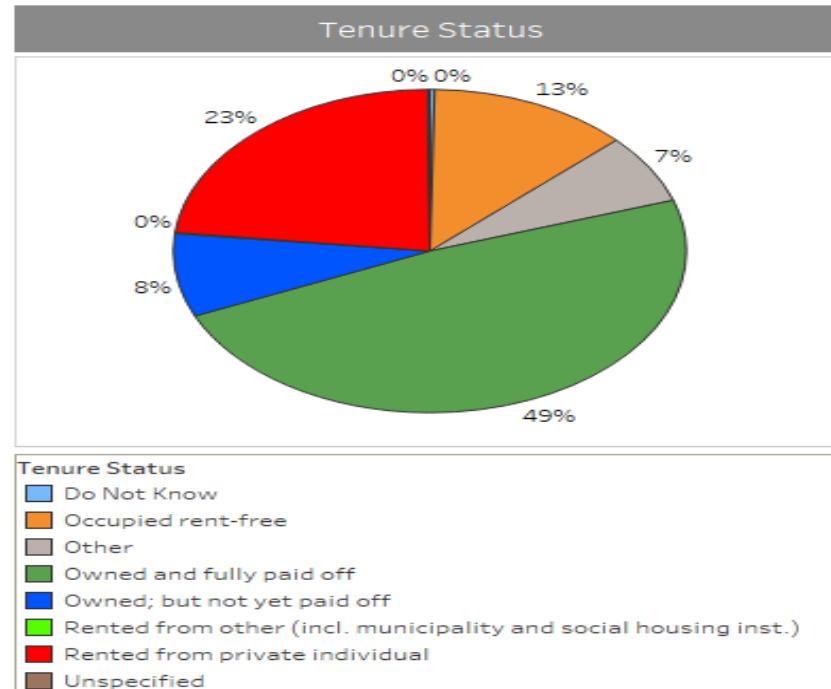
TOWNS	LADYBRAND	TWEESPRUIT	EXCELSIOR	HOBHOUSE	THABA PACHOA	TOTAL
SPORTS GROUND	9	7	4	5	1	26

### 3.3.4 HOUSING TRENDS

Even though the housing demand surpasses the supply, progress has been made in providing more land for development of housing and formalizing areas into established residential or townships. The Municipality have finalized the process of determining and quantifying housing and land needs for additional community settlement and resettlement.

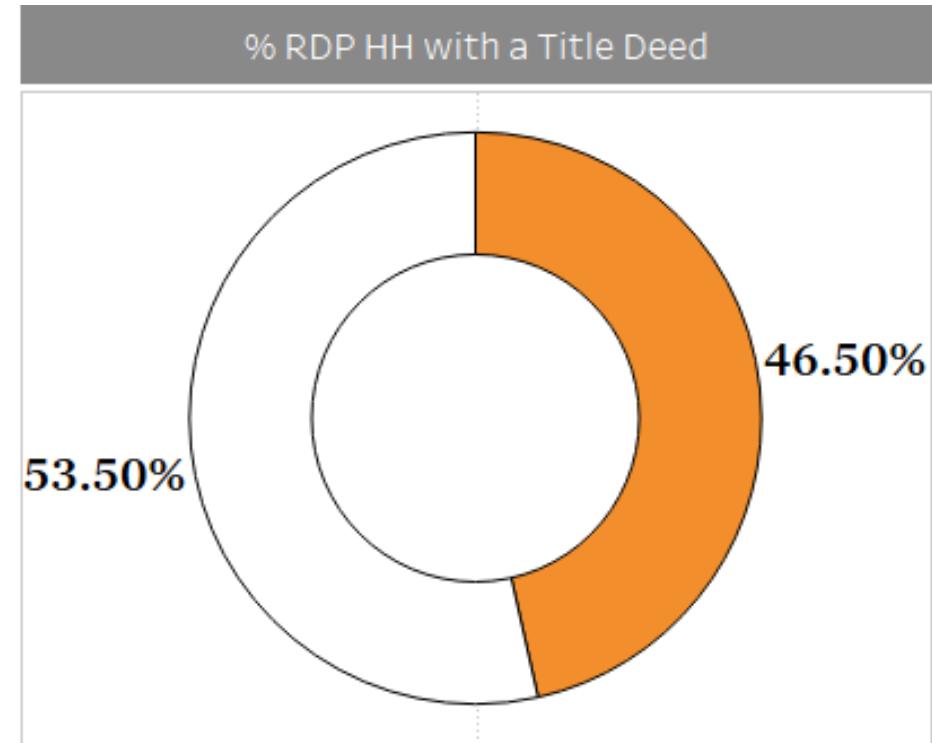
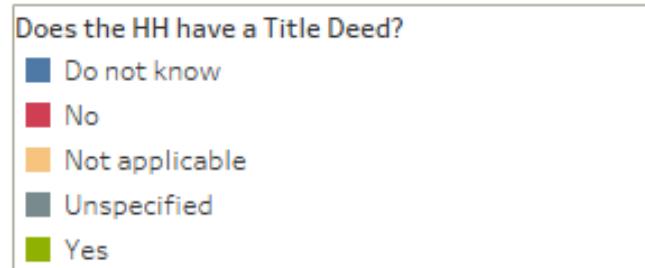
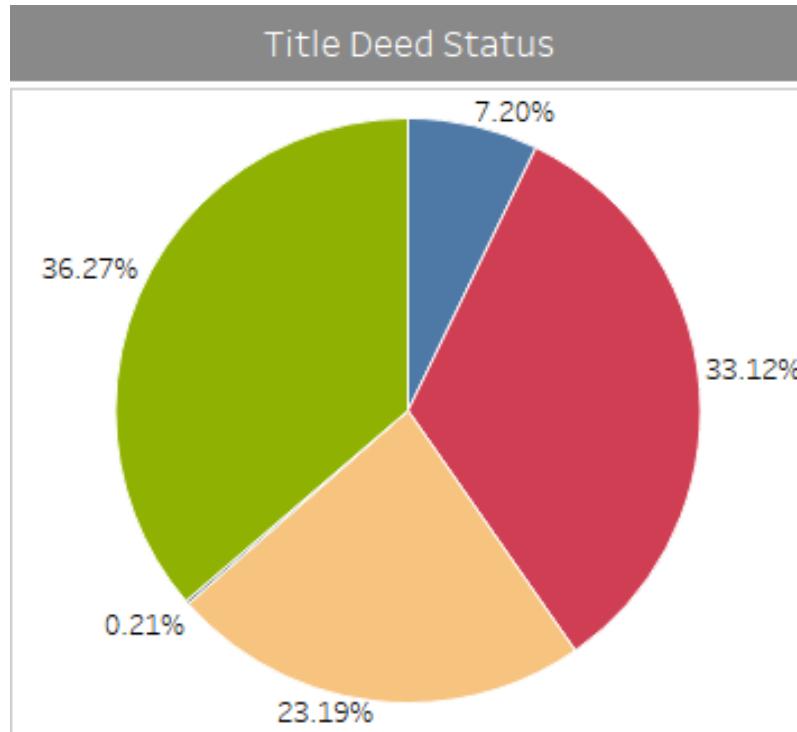
#### Settlement Types (dwelling types)

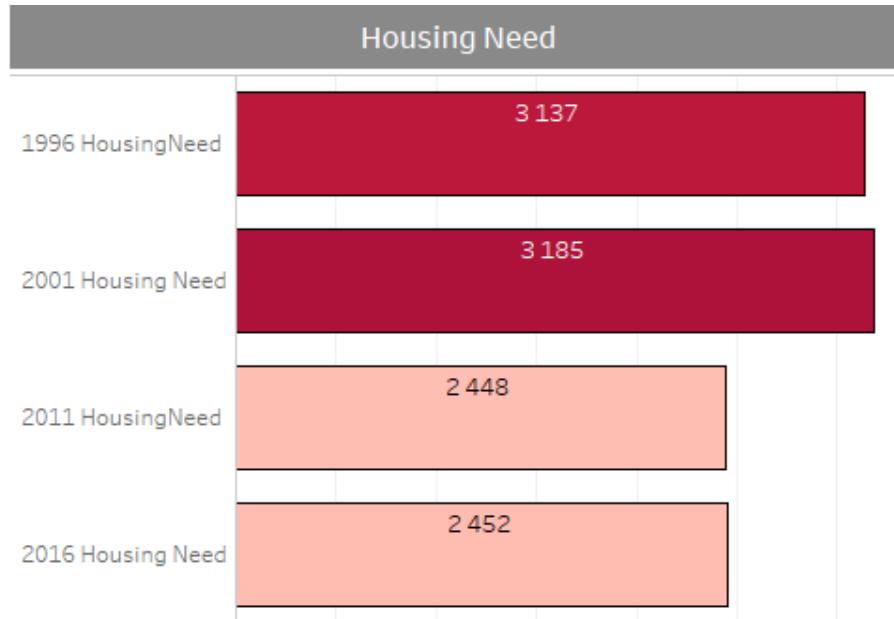
Residential Area	Informal Settlements	Backyard Dwellers	Housing Block	Housing Need (Approximately)	Erf & land Availability
Ladybrand	991	409	1400	1500	840
Excelsior	300	140	440	500	872
Tweespruit	482	198	680	700	77
Hobhouse	450	174	567	700	200
Thaba Patchoa	0	57	0	100	0
<b>Total</b>	<b>2223</b>	<b>921</b>	<b>3144</b>	<b>3500</b>	<b>1989</b>



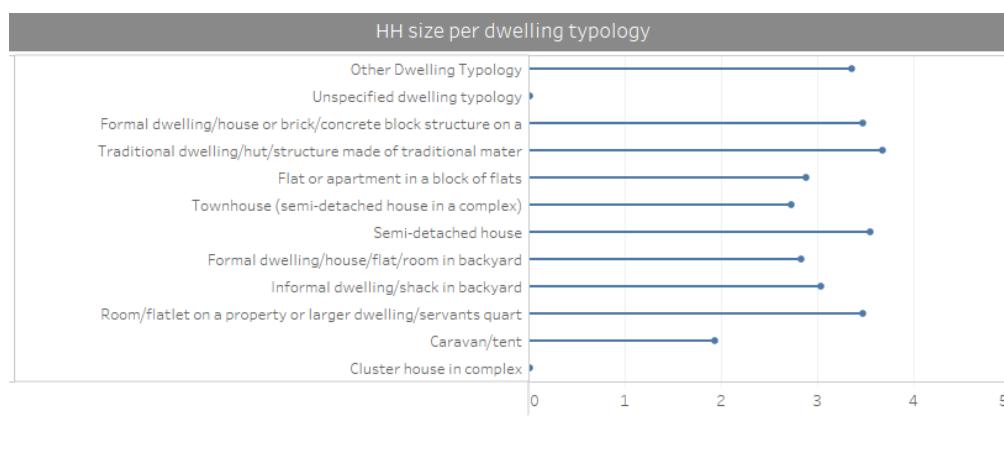
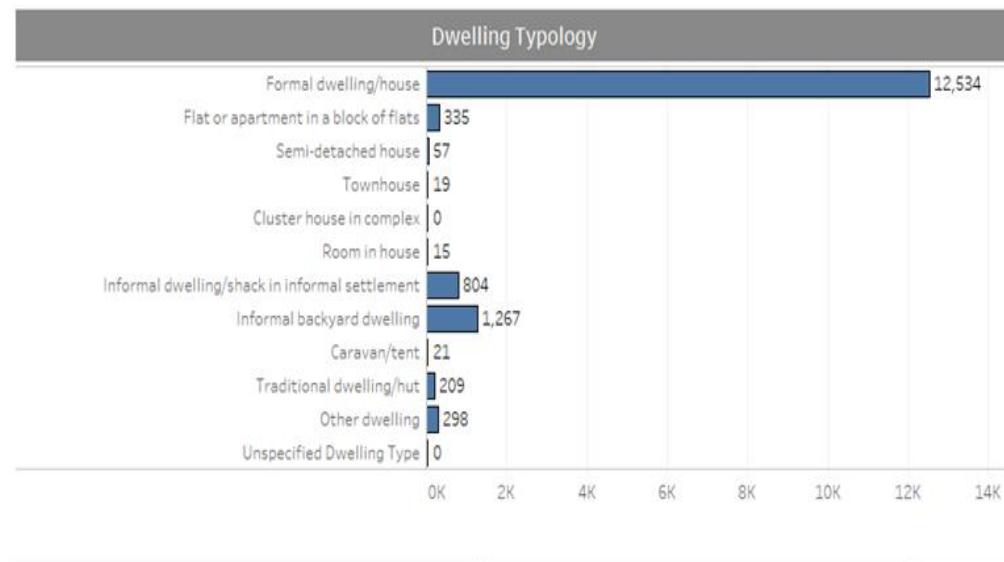
#### Housing Status and Backlog

#### Tenure status





*Housing Need = HH in informal settlements  
+ HH in informal backyard structures  
+ 30% of HH in traditional dwellings  
+ Other (caravans, tents, etc.)*



### 3.3.5 MUNICIPAL INFRASTRUCTURE

#### Transport

##### RAIL

There are railway lines through MLM, the first one is running from Mangaung through Tweespruit to Lesotho this railways are mainly used for goods.

##### AIRSTRIP

There is only one landing strip in Ladybrand which is privately owned. It is currently tarred and is seldom used by light aircrafts.

##### PUBLIC TRANSPORT

Taxis are predominant means of public transport for the people of Mantsopa LM. There are buses linking Ladybrand with Bloemfontein and the Eastern Free State. There is also a bus route from Cape Town through Ladybrand to Durban.

##### Access

All Mantsopa areas have access to roads. However, there is a challenge of one (1) access between Ladybrand and Manyatseng as well as Hobhouse and Dipelaneng. The state and condition of roads throughout the municipality is one of the urgent service delivery needs that requires attention. Roads are accepted as a critical vehicle of promoting economic growth in both the CBDs and townships. The general observation on the pavement structure is that they were designed for a very low traffic volume. The growth in road freight and heavy vehicles are damaging the road infrastructure. These heavy vehicles are from the N8 and the R26 seeking overnight rest in the town (especially in Ladybrand). With the little income the municipality has, it is a challenge to keep up with the rapid deterioration of the roads.

##### Transport Nodes and Corridors

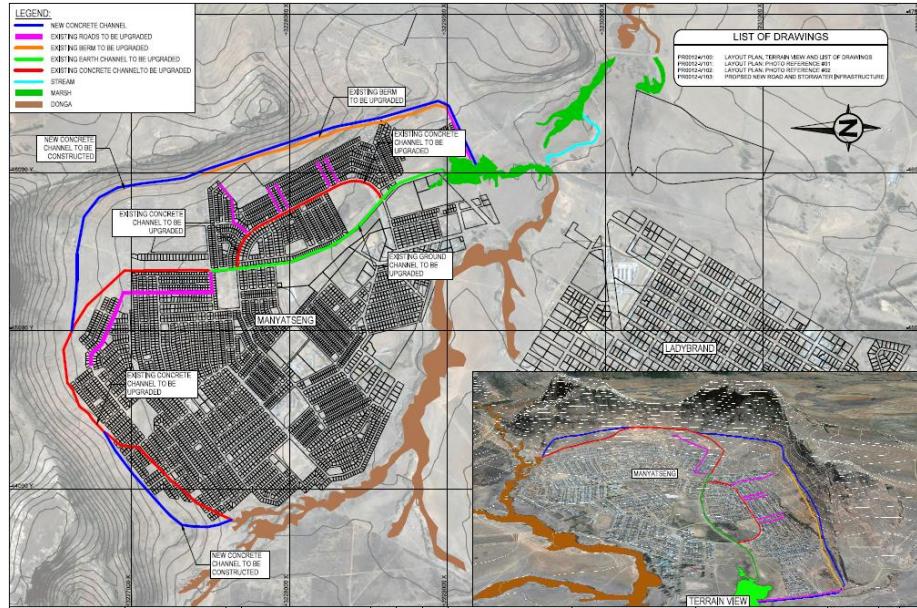
#### Roads and Storm Water

##### Roads classification and Distribution

The table below describes different road classification

Road Class	Functional Description	SAICE Terminology
Class 1	Trunk roads (national and inter regional distributors)	Freeways, national or provincial roads
Class 2	Primary distributors	Urban freeways, major arterials
Class 3	District distributors	Minor arterials, major collector
Class 4	Local distributor	Minor collectors
Class 5	Residential access (lightly trafficked) roads	Local streets
Class 6	First phase of the journey for commuters	Tracks and/or Earth roads

Mantsopa generally has a mountainous topography which pose a challenge during rainy seasons. Ladybrand, Manyatseng, Mauersnek and Plateberg are at the foot of the surrounding mountains. A thorough storm-water analysis is required to identify the critical areas. Hobhouse and Dipelaneng is place further from the mountain and on the hill respectively. Thaba-Patchoa, Tweespruit, Borwa, and Dawiesville have relatively flat terrain with a stream separating Borwa and Tweespruit. Excelsior and Mahlatswetsa have a flat terrain which poses a unique challenge of draining the storm-water. This impacts on the access between the towns and the township on all these areas.



### Water Infrastructure

There are 16 951 Households on urban areas spreading throughout the nine (9) Wards within the municipality have Tap water, however there is often an interruption to supply to high lying areas due to low water pressure.

Figure... below indicates the percentage distribution of households in Mantsopa local municipality by water access status wherein 95.5% of households had access to piped water inside dwellings/yards whereas 1.2% of households had no access to piped water at all.

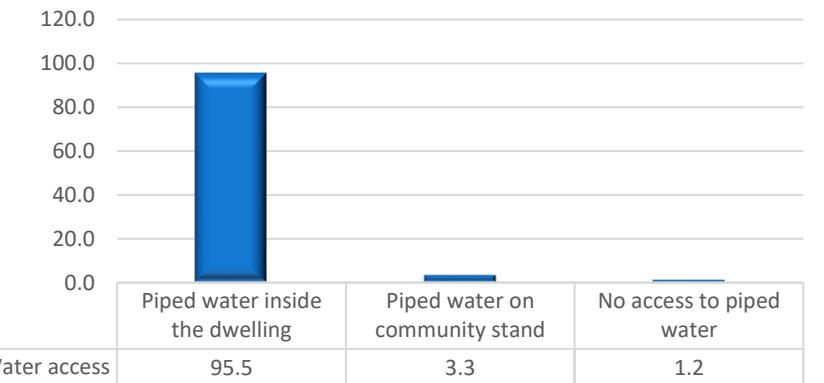
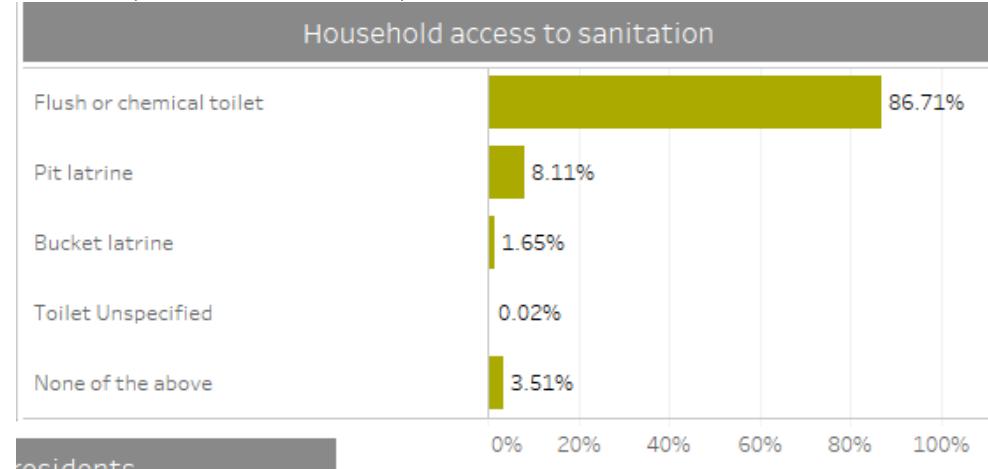


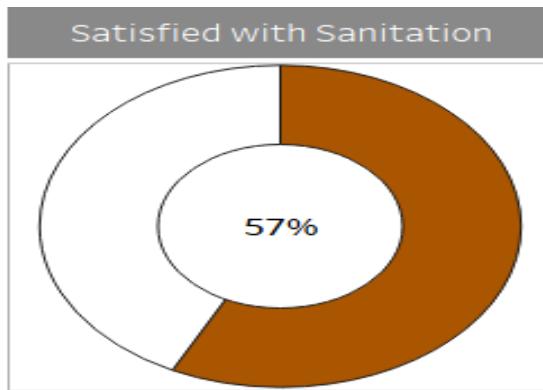
Figure 1: Percentage distribution of households by water access status

Data source: Stats SA, Census 2011

### Sanitation (Waste Water Treatment)

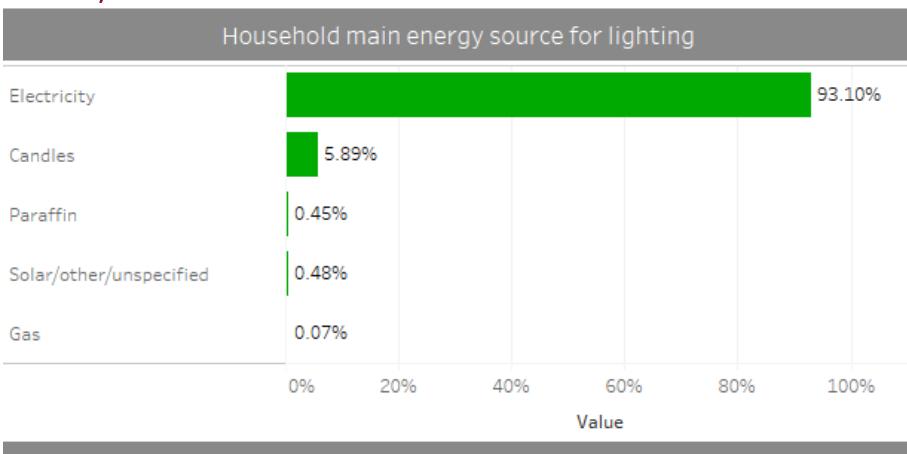


The provision or access to sanitation by residents is vital as it promotes healthy living for everyone. The status in terms of household access to sanitation in the municipality depicts that 86.7% of Mantsopa residents have access to flush or chemical toilets while only 8.11% have access to pit latrine toilets. Only a marginal 1.65% are currently using bucket latrines while 3.51% households have no access to any form of toilets.

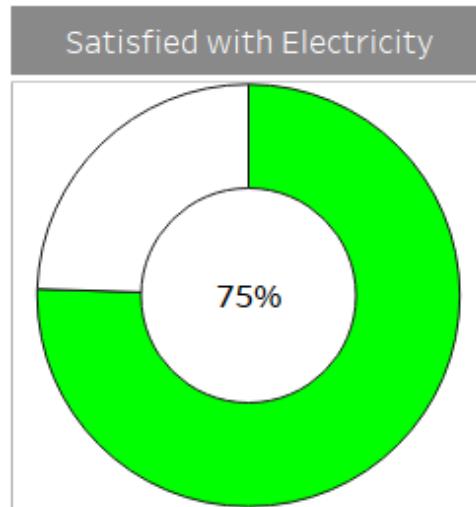


A total of 57% of Mantsopa residents are satisfied with the provision of sanitation in their areas whereas 43% indicate that they are not satisfied.

### Electricity

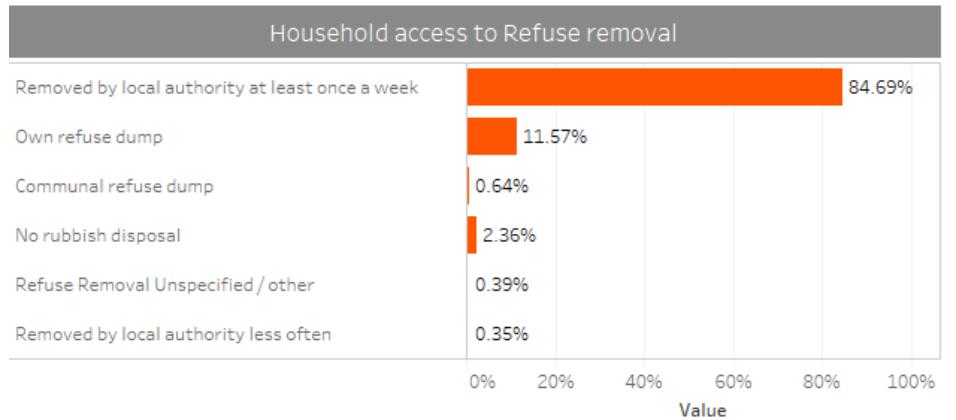


The above graph indicates the different energy source that are used for households lighting. 93.10% of households use electricity for lighting while 5.89% depend on candles and the remainder use either gas, paraffin and/or solar energy.

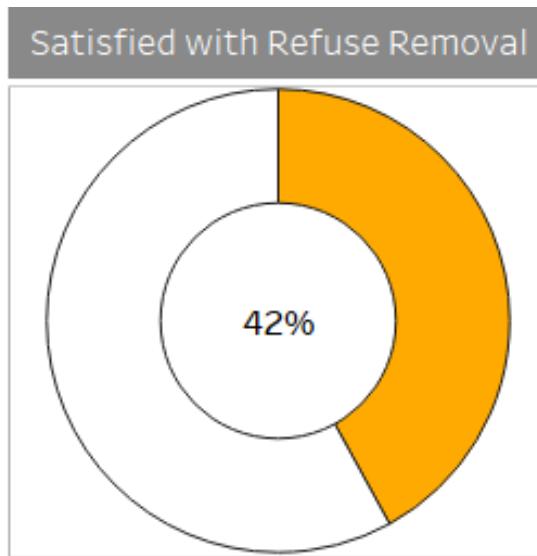


According to the graph above, 75% of the Mantsopa residents are satisfied with the level or access to electricity and only 25% is not satisfied.

### Refuse Removal



In terms of the above graph, about 84.69% household's refuse are removed by the local authority at least once a week. Around 11.57% of households in Mantsopa uses their own refuse dump while 2.36% have no access to refuse removal in their areas.



Only 42% of the Mantsopa residents are satisfied with the level of refuse removals in their area and a large number (58%) is not satisfied with the service.

Municipal Commonage

Land Reform

Bethanie

### 3.4 SOCIO-ECONOMIC ANALYSIS

#### 3.4.2 ECONOMIC CONDITIONS

##### Employment Status and Trends for 5 years

To be considered unemployed.....

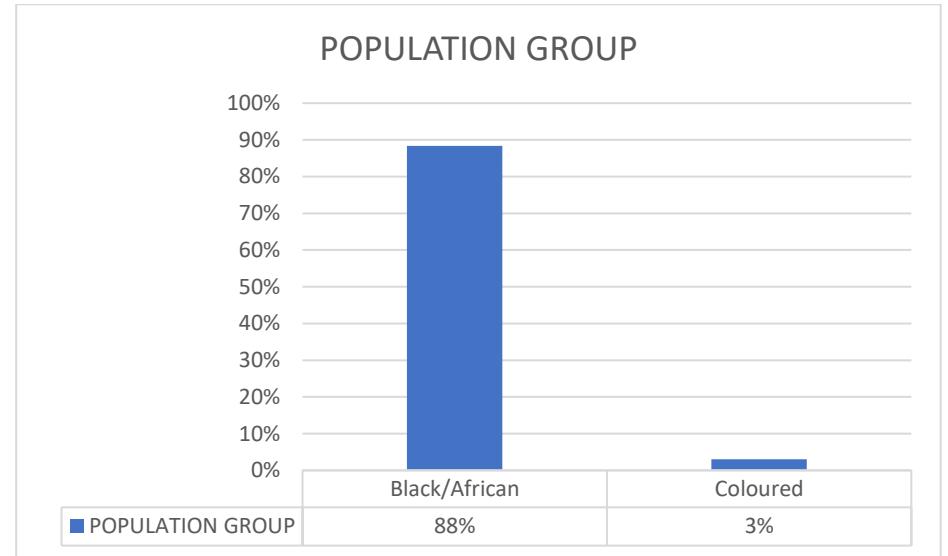
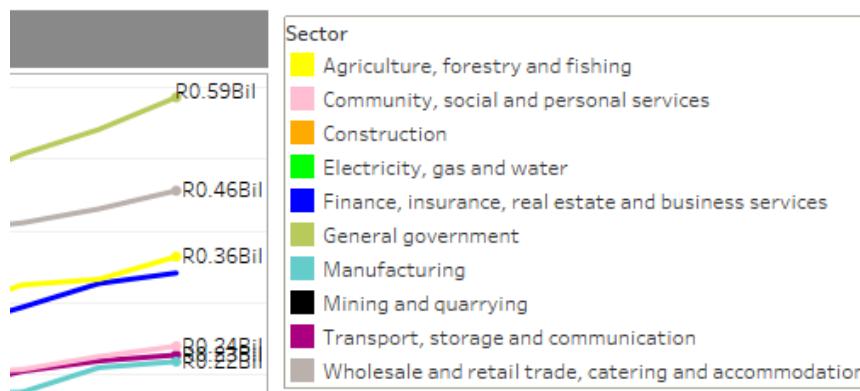
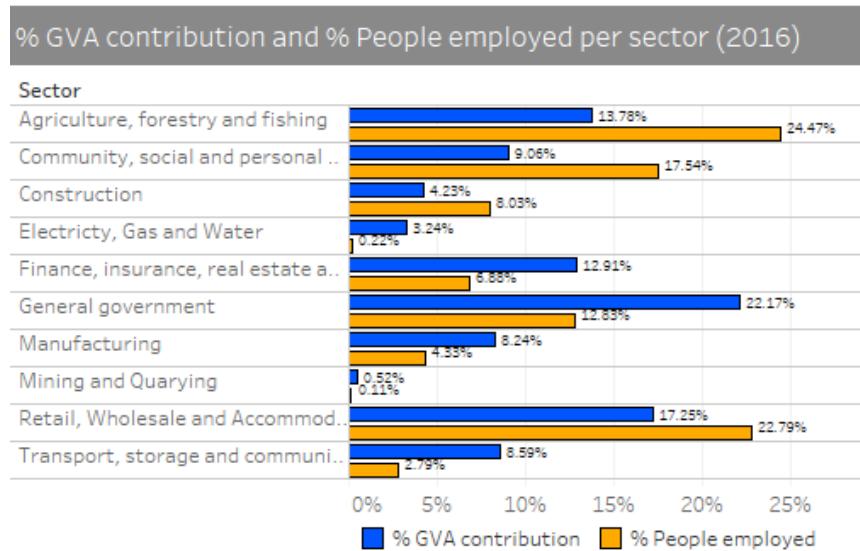


Figure 1: Employment Status

Source: StatsSA, Census 2011

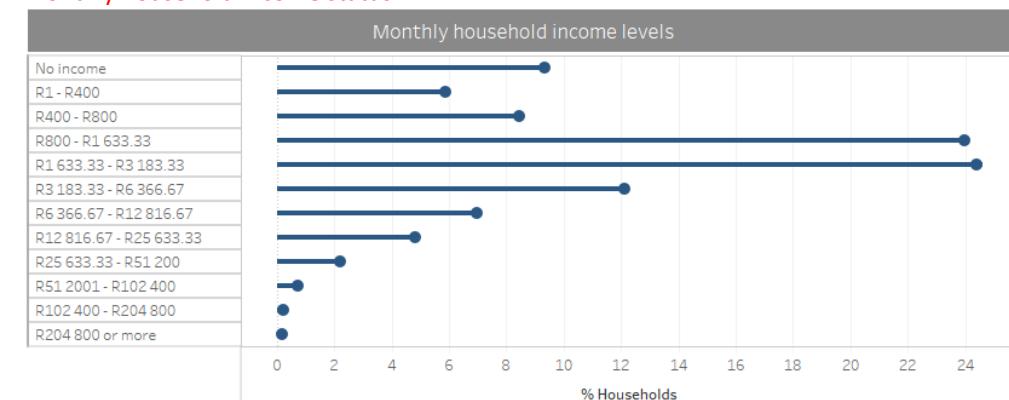
NB: Population by employment status

Employment in different Sectors



The agriculture, forestry and fishing sector are the biggest employer in the municipality followed retail, wholesale and accommodation sector at 22.79%. Even though the agricultural sector employs more people in the municipality, it only contributes 13.78% towards the GVA of the municipality as compared to 22.17% that the government sector contributes. The least employer and contributor to the GVA is the mining and quarrying sector as it only employs about 0.11% of the entire population and contribute only 0.3% towards the GVA.

### Monthly household income status



The monthly household income levels in the municipality is mostly on the R800 to R3183.33. This can be amounted to the fact that most of the people in the municipality are employed in agricultural sector.

### Local Economic Development

**Border Post.....Hawkers.....SMME's, reflect on economic activities taking place at the border post.**

### Tourism

### 3.4.3 SOCIAL CONDITIONS

#### Population Group

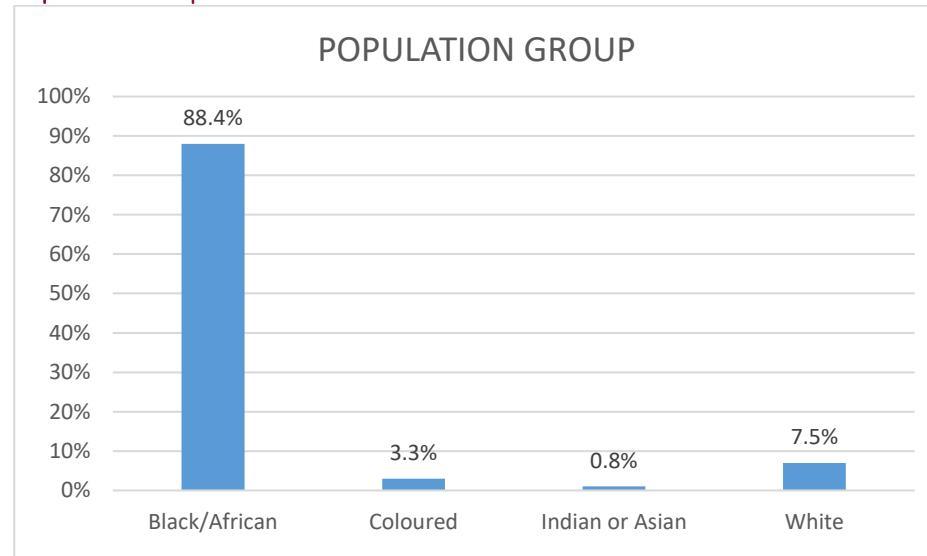
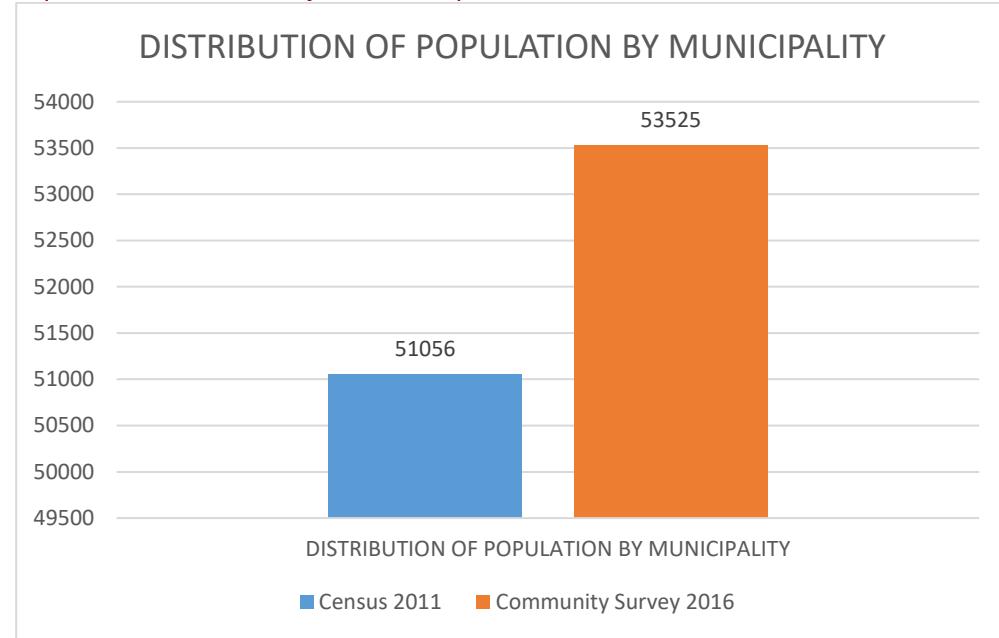


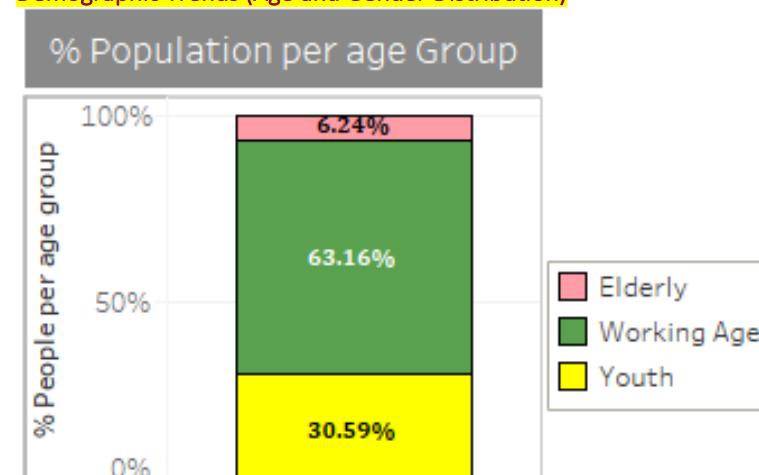
Figure 2: Population Group

Source: CS 2016

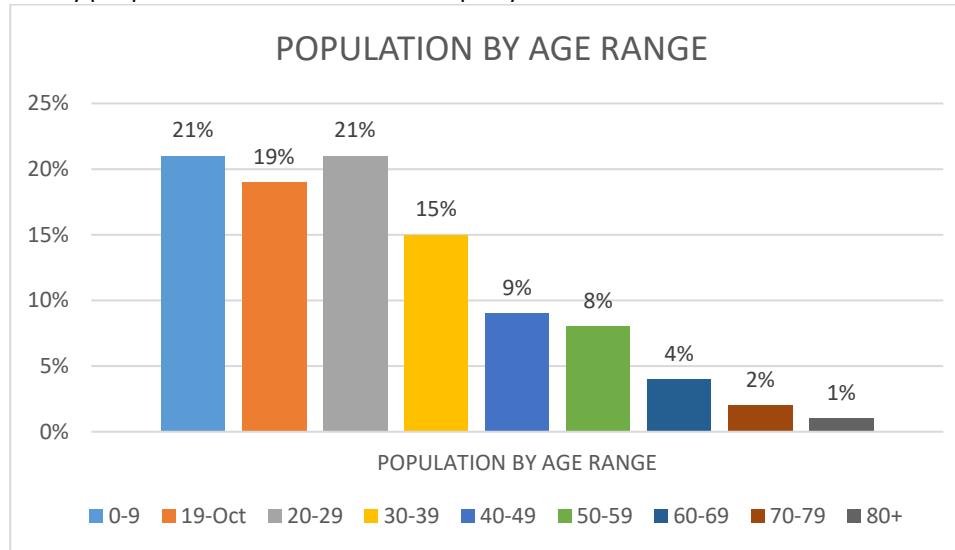
#### Population Growth and Projections for 5 years



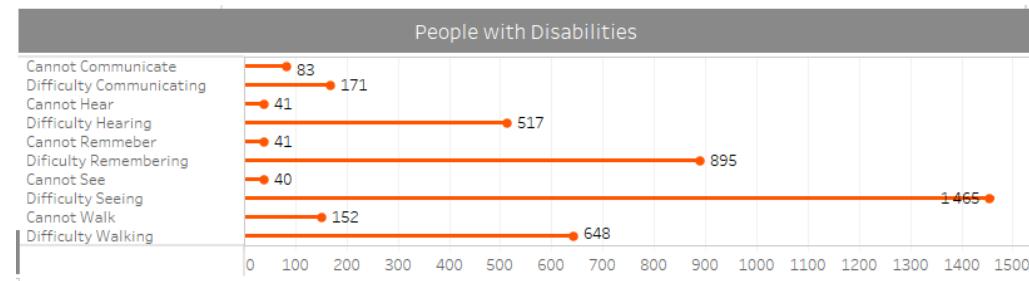
#### Demographic Trends (Age and Gender Distribution)



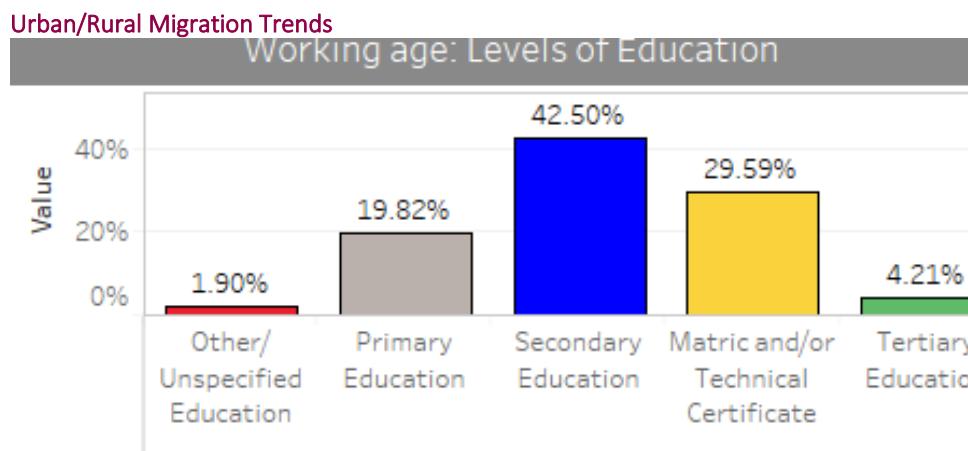
The population of Mantsopa as divided into three groups of youth, working age and elderly is as depicted on the graph. The majority (63.16%) of the residents are in the working age and the youth constitute 30.59% of the total population. Only 6.24% of elderly people can be found in the municipality.



Levels of Education in terms of the working age group in the municipality indicates that about 42% of the population have secondary education followed by 29.59% that have acquired matric and/or technical certificate. Those with primary education amount for 19.82% while tertiary education is on 4.21%.



Just over 4000 people in the municipal area are disabled with varying disabilities in which the majority have difficulty with their visions/ difficulty to see. Those with difficulty walking only amounts to 648 in numbers and 517 people in the municipality have challenges with hearing.



## Births and Deaths per 1 000 people



## 5 year Population Growth Rate



Birth and death rates in the municipal area are depicted on the graph above. There have been 0.79% population growth for the period of 5 years ending in 2016. The crude birth rate has seen an increase of 1.8% while the crude death rate have taken a 13.38% drop in a five year period.

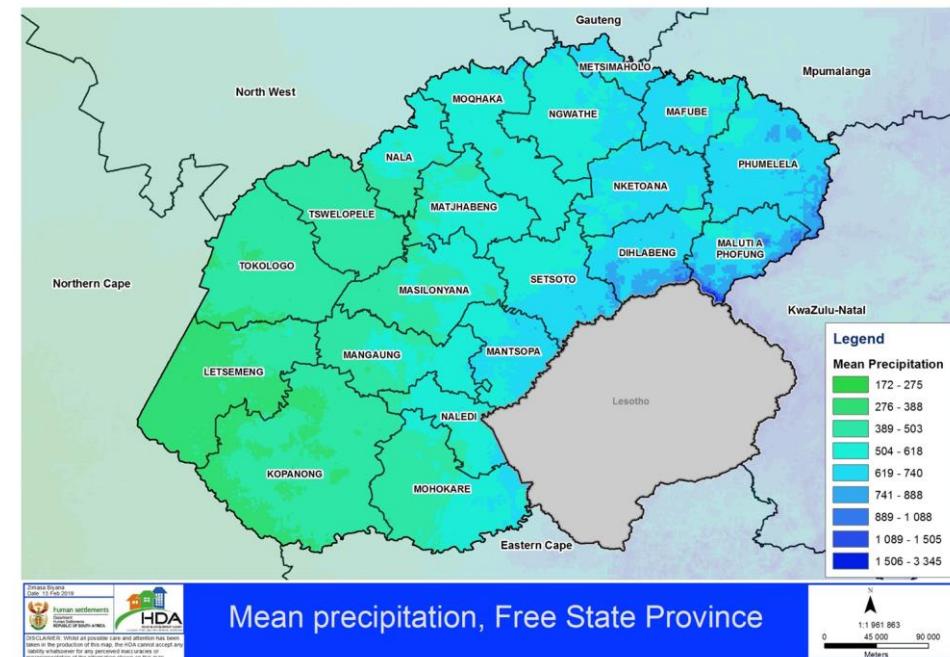
**NB NB POPULATION PROJECTIONS**

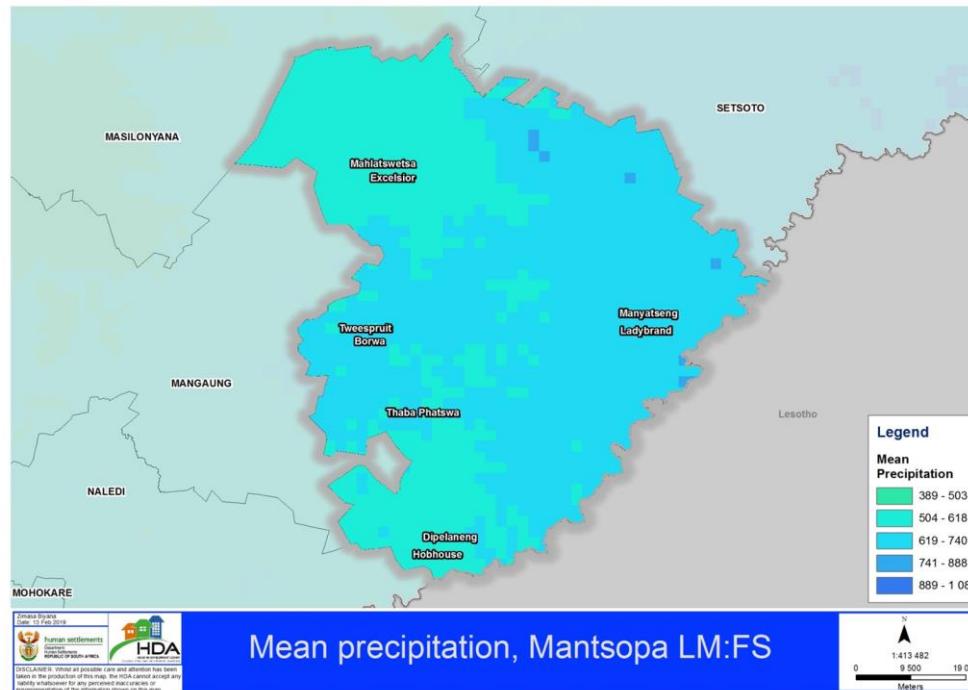
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## 3.5 BIOPHYSICAL ANALYSIS

### 3.5.2 PHYSICAL ANALYSIS

#### Climate





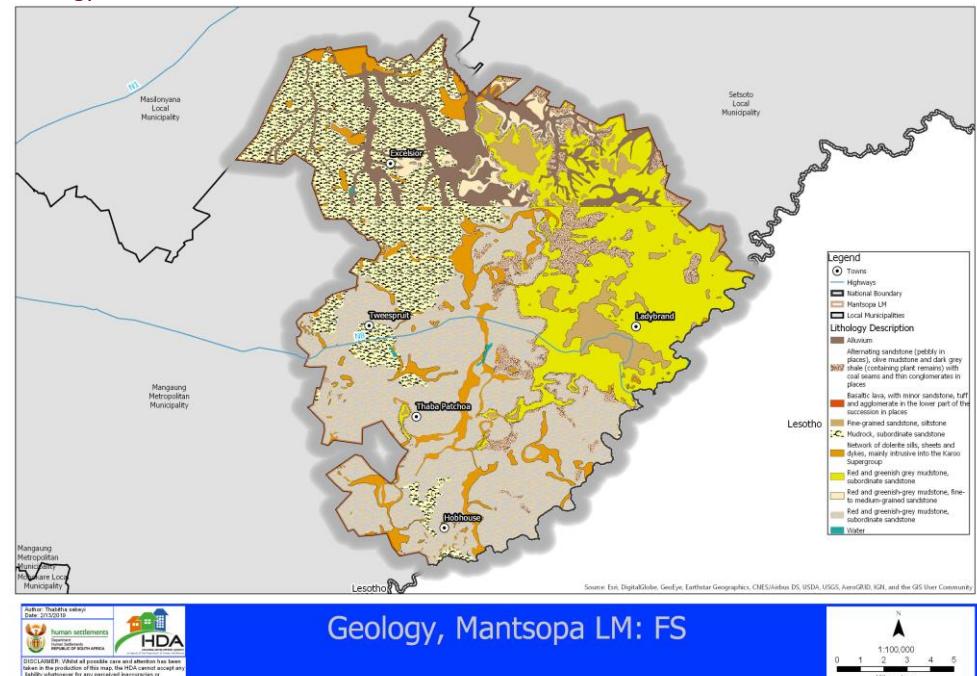
Rainfall

Temperature

Climate change

Topography

## Geology



Soil Potential

Vegetation

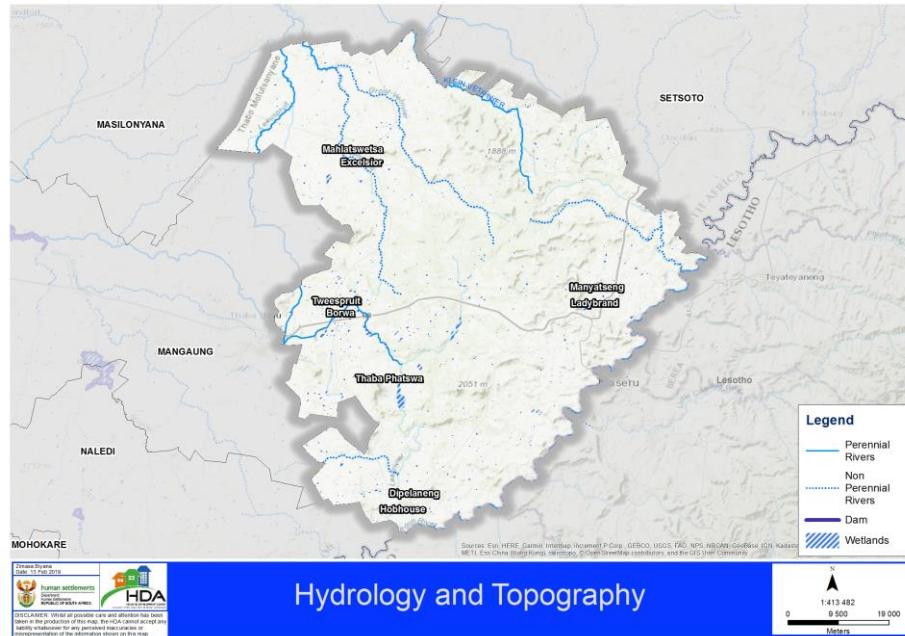
### 3.5.3 ENVIRONMENTAL ANALYSIS

Critical Biodiversity Areas (CBA)

Protected Areas

Hydrology

(Water resources, river and wetland systems)



## The Mantsopa

## Environmental Sensitive Areas

## Disaster Areas

## Heritage and Conservation

## Air and Water Quality

## 3.5.4 AGRICULTURAL ANALYSIS

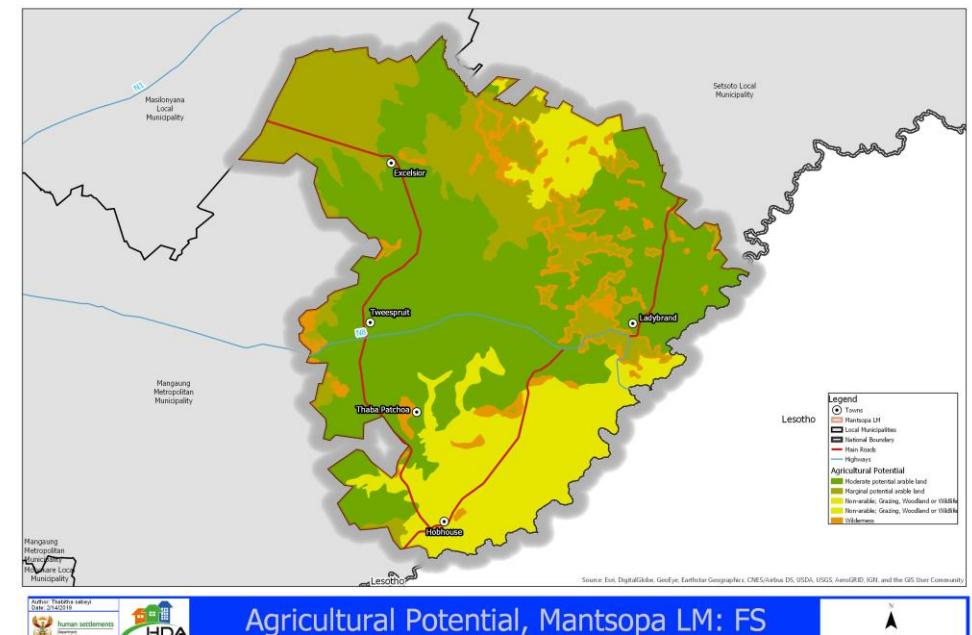
### Farming Regions

### Agricultural Land

#### Dry / Irrigated

#### Intensive / Extensive Areas

#### High Potential / Low Potential Agricultural Land



## 4 SPATIAL PROPOSALS AND SPATIAL DEVELOPMENT FRAMEWORK

### 4.1 PROPOSALS ON MACRO SCALE ACCORDING TO SPCs

#### MICRO SPATIAL DEVELOPMENT FRAMEWORK OF MANTSOPA

The micro SDF is organized into 6 categories, numbered A-F with sub sections and also colour coded accordingly. Matching maps are added to the document. See the layout below:

Figure 3 Layout of the Spatial Development Framework

#### 16.1. LADYBRAND/MANYATSENG

##### (A.)CORE AND (B.)BUFFER

##### ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN PLACES

##### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<b><u>Environmentally sensitive areas</u></b> Several areas were identified as being environmentally sensitive, in Ladybrand / Manyatseng.	<b><u>Existing Situations</u></b> Future development in this area should take the following into consideration:

- Steep slopes and foothills surround the town. These areas are being reserved as passive open spaces.
- Small streams transverse the area and consist of wetlands and dongas. These areas are also subject to flood potential and unstable soil conditions that are prone to corrosion.
- The low lying area to the north-west is considered sensitive due to the locality of various boreholes near the streams, which supply potable water for consumption to residents. Development in these areas could cause the pollution of this water source.

The above are environmentally sensitive areas. Development in these areas may hold the following challenges:

- It can be potentially expensive.
- It may hold potential health risks with regard to water quality.
- It may be subject to flood lines and unstable or wet soil conditions

##### **Public Open Spaces**

A number of various recreation facilities are provided within Ladybrand/Manyatseng. The need

- The potential impact on rivers, dongas, wetlands, flood lines, foothills, steep slopes and boreholes.
- Infill planning on existing open areas in town should also take the above environmental factors into consideration.
- Development on these areas may require Flood Line studies, Wetland studies, Water Quality studies and Environmental Impact assessments that can be very expensive.

##### **Short to Medium Term Plan (1-5 years)**

- The development of sport and recreation and tourism should be a priority in these areas.
- Cognizance should also be taken that adequate functional open spaces for sport and recreation purposes will be available.
- It is proposed that the 1:50 year flood line in the western sector of Ladybrand be determined.
- The cancellation of erven in flood line areas in Ladybrand and Mahlatswetsa should be investigated.

<p>however exists to upgrade these facilities. Adequate provision was made for open spaces in according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop some of the small parks in “people places” to accommodate the urgent need in this regard.</p>	<p><b><u>Long Term Plan (6-20 years)</u></b></p> <ul style="list-style-type: none"> <li>• Sport, recreational and environmental needs should be identified and promoted in these areas.</li> </ul>	<p>areas could cause the pollution of this water source.</p> <p>The above are environmentally sensitive areas. Development in these areas may hold the following challenges:</p> <ul style="list-style-type: none"> <li>• It can be potentially expensive.</li> <li>• It may hold potential health risks with regard to water quality.</li> <li>• It may be subject to flood lines and unstable or wet soil conditions</li> </ul>	<p><b><u>Short to Medium Term Plan (1-5 years)</u></b></p> <ul style="list-style-type: none"> <li>• The development of sport and recreation and tourism should be a priority in these areas.</li> <li>• Cognizance should also be taken that adequate functional open spaces for sport and recreation purposes will be available.</li> <li>• It is proposed that the 1:50 year flood line in the western sector of Ladybrand be determined.</li> <li>• The cancellation of erven in flood line areas in Ladybrand and Mahlatswetsa should be investigated.</li> </ul>
<p><b><u>Environmentally sensitive areas</u></b></p> <p>Several areas were identified as being environmentally sensitive, in Ladybrand / Manyatseng.</p> <ul style="list-style-type: none"> <li>• Steep slopes and foothills surround the town. These areas are being reserved as passive open spaces.</li> <li>• Small streams transverse the area and consist of wetlands and dongas. These areas are also subject to flood potential and unstable soil conditions that are prone to corrosion.</li> <li>• The low-lying area to the north-west is considered sensitive due to the locality of various boreholes near the streams, which supply potable water for consumption to residents. Development in these</li> </ul>	<p><b><u>Existing Situations</u></b></p> <p>Future development in this area should take the following into consideration:</p> <ul style="list-style-type: none"> <li>• The potential impact on rivers, dongas, wetlands, flood lines, foothills, steep slopes and boreholes.</li> <li>• Infill planning on existing open areas in town should also take the above environmental factors into consideration.</li> <li>• Development on these areas may require Flood Line studies, Wetland studies, Water Quality studies and Environmental Impact assessments that can be very expensive.</li> </ul>	<p><b><u>Public Open Spaces</u></b></p> <p>A number of various recreation facilities are provided within Ladybrand/Manyatseng. The need however exists to upgrade these facilities. Adequate provision was made for open spaces in according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop some of the small parks in “people places” to accommodate the urgent need in this regard.</p>	<p><b><u>Long Term Plan (6-20 years)</u></b></p> <ul style="list-style-type: none"> <li>• Sport, recreational and environmental needs should be identified and promoted in these areas.</li> </ul>

## AGRICULTURAL AREAS

## COMMONAGE AND LAND

### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The area north east of the R26 is currently being used for Commonage purposes. Areas identified as not suitable for development (Passive Open Spaces) could also be used for Commonage purposes if it is conducted in a controlled manner.	Sustainable and coordinated commonage projects should be developed that are regulated by the Local Authority to ensure the productive utilization of commonage land.

## D. URBAN RELATED

### RESIDENTIAL

### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<b><u>Physical Constraints</u></b>  Several areas were identified as being environmentally sensitive, in Ladybrand / Manyatseng. Small streams transverse the area and	<b><u>Existing Situations</u></b>  Proclaimed erven have been identified in Ladybrand and Mahlatwetsa that are situated in wetland areas and flood Line areas.

restrict building and development of certain activities due to flood potentials and soil conditions.	The development of these areas may not be viable and may be too costly since it may require approvals of Wetland studies, Floodlines, Environmental impact assessment and channeling of water. Most of the erven still belong to the Municipality. The cancelation of these erven is therefore proposed.
The low lying area to the north-west is considered sensitive due to the locality of various boreholes near the streams, which supply potable water for consumption to residents. As certain developments could cause the pollution of this water source, it will be controlled and limited to sport and recreational activities.  Future expansion of the town is restricted due to the steep slopes of the foothills situated surround Ladybrand and Manyatseng. These areas are being reserved as passive open spaces.	<p>There are numerous large Open Spaces inside of Mahlatwetsa. Although these areas may be considered for infill planning the following should however be noted:</p> <ul style="list-style-type: none"> <li>• In the original Township Establishment these areas were reserved mainly due to their location in wetland and Flood Line areas.</li> <li>• As mentioned above, development in these areas can be expensive and will require extensive environmental studies</li> </ul> <p>The most viable and affordable option may be to identify vacant municipal land for the purpose of township establishment.</p> <p><b><u>Medium Term Plan (1-5years)</u></b> Due to numerous constraints as mentioned under the Current Spatial Trends it seems that the only</p>

<p>west against the foothills. There are still sufficient erven available and it is envisaged that this area will be developed mainly through private initiative.</p>	<p>potentially viable area for development is on the eastern side of the Provincial Road. This area is directly connected to Ladybrand and Manyatseng via two main roads that go over and under the Provincial Road.</p> <ul style="list-style-type: none"> <li>• (R1) indicates a new residential related development that should also include business nodes to accommodate the neighborhood.</li> <li>• (R2) indicates a new residential area that is separated from (R1) by a river and a Flood Line area.</li> <li>• (R3) indicates a potential residential area that has been identified by the Municipality.</li> <li>• (R4) was also identified for residential development.</li> </ul> <p><b><u>Long Term Plan (5years -20 years)</u></b> Should the long term need arise the Municipality may consider using a portion of the Commonage land for long term residential expansion.</p>
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## D. URBAN RELATED BUSINESS

LADYBRAND/MANYATSENG	
CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b><u>Central Business District (CBD)</u></b></p> <p>Main business facilities are located in the centre of Ladybrand. The CBD of Ladybrand is relatively large in relation to the size of the town. This is due to its multi-dimensional function.</p> <ul style="list-style-type: none"> <li>• It focuses on local, commercial and office land uses.</li> <li>• It functions as a main business and shopping area for surrounding farms.</li> <li>• It is a main business and shopping area for surrounding towns.</li> <li>• It functions as a main national border town between South Africa and Lesotho and therefore receives a lot of Lesotho and Maseru clients in the form of businesses and foreign/ migrant workers and visitors.</li> <li>• It is situated on the popular Maluti Tourist route that can generate a lot of tourist orientated business.</li> </ul> <p><b><u>Small Business Nodes (SBN)</u></b></p>	<p><b><u>Central Business District (CBD)</u></b></p> <p>The shape, form and direction of the future expansion of the CBD as indicated on the SDF future development plan is motivated by the following factors:</p> <ul style="list-style-type: none"> <li>• It needs to take existing business and business-trends into account.</li> <li>• It needs to be accessible and integrate with Manyatseng.</li> <li>• It needs to be accessible to and from potential new developments on the eastern side of the Provincial Road.</li> <li>• It needs to be accessible to the provincial roads and other main roads in order to be accessible for neighboring towns and farms and to accommodate for visitors from Lesotho and the Maluti Route.</li> </ul> <p><b>Note: The SDF Plan provides for medium term (1-5 years) expansion as well as for longer term expansion</b></p> <p><b><u>Small Business Nodes (SBN)</u></b></p>

The need for business nodes has been identified in Manyatseng.	A vast number of small residentially based shops and informal trading occur in Manyatseng. A regeneration plan of Small Business Nodes (SBN) was identified within Manyatseng. The main purpose of these nodes is to concentrate mixed business facilitates. Placement of such centers was determined given factors such as future residential expansion, existing activity nodes and vacant land adjacent to the proposed land uses.
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## D. URBAN RELATED

### CEMETRIES

#### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Within the Ladybrand area there are six cemeteries that are filled to capacity.	<p><b>Medium to long term plan</b></p> <p>(C1) is an existing cemetery site that is earmarked for expansion.</p>

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## E. INDUSTRIAL AREAS

#### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The industrial area is currently located on the western side to Ladybrand.	<p><b>Medium to long term plan</b></p> <p>(I1) A future Industrial area is identified directly to the north of the existing industrial area.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### ROADS

#### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>A corridor between the CBD and the SBN within Manyatseng is proposed to link development.</p> <p>Upgrading of all internal streets is identified.</p> <p>Constant maintenance is necessary as well as the upgrading of collector roads in the area.</p>	<p><b><u>Medium to long term plan</u></b></p> <ul style="list-style-type: none"> <li>There are two main access points to Ladybrand, both from the R26. The R26 forms part of the Maluti Tourism Route. Upgrading of these access points can enhance the tourism income of Ladybrand.</li> <li>Upgrading of the main street corridor through the CBD as well as the connector streets to the Business Nodes in Manyatseng is a priority</li> <li>Taxi ranks should be developed at all the major business nodes.</li> <li>A third access point from the western side of Lady Brand should be maintained</li> </ul>

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The current landfill site is located to the east of Ladybrand and has adequate capacity for the next 5 years.	<p><b><u>Medium to long term plan</u></b></p> <p>The current landfill site is located to the east of Ladybrand and has adequate capacity for the next 5 years.</p>

## 16.2. HOBHOUSE/DIPELANENG

### (A.) CORE AND (B.) BUFFER

#### ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN SPACES

##### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b><u>Environmentally sensitive areas</u></b></p> <p>Several areas were identified as being environmentally sensitive, in Hobhouse and Dipelaneng.</p> <ul style="list-style-type: none"> <li>The steep topography situated to the north-western side of</li> </ul>	<p><b><u>Existing Situations</u></b></p> <p>Future development in this area should take the following into consideration:</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### LANDFILL

#### LADYBRAND

<p>Dipelaneng, this area is being reserved for passive open spaces.</p> <ul style="list-style-type: none"> <li>A low lying area of streams and catchment areas are located to the eastern side of Hobhouse.</li> <li>Small streams transverse the area and consist of wetlands. These areas are also subject to flood potential and potentially unstable soil conditions that may be prone to corrosion.</li> </ul> <p>The above are environmentally sensitive. Development in these areas may hold the following challenges:</p> <ul style="list-style-type: none"> <li>It can be potentially expensive.</li> <li>It may be subject to Flood Lines and unstable or wet soil conditions.</li> </ul> <p><b><u>Public Open Space</u></b></p> <p>A number of various recreation facilities are provided with in the greater Wepener. There is a need for a sport stadium. Adequate provision was made for open spaces according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop some of the small parks in “people</p>	<ul style="list-style-type: none"> <li>The potential impact on rivers, wetlands, flood lines, and steep topography.</li> <li>Infill planning on existing open areas in town should also take the above environmental factors into consideration.</li> <li>Development on these areas may require Flood Line studies, Wetland studies, Water Quality studies and Environmental Impact assessments.</li> </ul> <p><b><u>Short to Medium Term Plan (1-5 years)</u></b></p> <ul style="list-style-type: none"> <li>The development of sport and recreation and tourism should be a priority in these areas</li> <li>A development of a new sporting stadium is planned in Dipelaneng.</li> </ul> <p><b><u>Long Term Plan (6-20 years)</u></b></p> <ul style="list-style-type: none"> <li>Sport, recreational and environmental needs should be identified and promoted in these areas</li> <li>A development of a new sporting stadium is planned in Dipelaneng.</li> </ul>
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<p>“places” to accommodate the urgent need in this regard.</p>	
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## AGRICULTURAL AREAS COMMONAGE AND LAND REFORM

### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>The municipal town lands are used for commonage purposes. The communities for small-scale farming and communal grazing use such commonages. The Department of Land Affairs in conjunction with the former TLCs has purchased land for commonage development.</p>	<p><b><u>Medium to long term plan</u></b></p> <p>Areas for commonage and small scale farming has been identified and indicated on the map.</p>

## D. URBAN RELATED

### RESIDENTIAL

#### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>Development in Dipelaneng is mainly restricted by steep slopes, a dam and the Provincial Road R26. This has a</p>	<p><b><u>Medium Term Plan (1-5years)</u></b></p>

<p>direct effect on the direction of the future extension of the town.</p> <p>Within the Hobhouse area there are approximately 174 backyard dwellers. The housing backlog is estimated at 624 houses and the need is estimated at 700 (Mantsopa Municipality 2006). The current need for (Residential erven) is estimated at 850 to address the backlog.</p> <p>The high to medium-income residential areas are situated in Hobhouse. There are still sufficient erven available and it is envisaged that this area will be developed mainly through private initiative. Low income residential development will mainly be on the north-eastern side of Dipelaneng to ward. Their area currently in the process of formalizing 350 residential erven.</p>	<ul style="list-style-type: none"> <li>(R1) indicates the vacant, medium to high income, erven in Hobhouse. Due to the slow growth rate in Hobhouse this is projected to be sufficient to accommodate the future needs of the town</li> <li>(R2) identifies an area for future residential development.</li> </ul> <p><b>Long Term Plan (5years -20years)</b></p> <ul style="list-style-type: none"> <li>(R3) indicates an area for a longer-term residential extension.</li> </ul>	<p>The CBD consist of 6 business erven in the centre of town.</p> <p>There is also a need to identify Business Nodes in Dipelaneng.</p>	<p><b>Medium to long term plan</b></p> <ul style="list-style-type: none"> <li>The area of expansion of the CBD is indicated on the SDF Plan.</li> <li>Business nodes have been identified in Dipaleng.</li> </ul>
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## D. URBAN RELATED

### BUSINESS

#### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK

## D. URBAN RELATED

### CEMETRIES

#### HOBHOUSE

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Within the Hobhouse area there are four cemeteries, of which only one is functioning.	<p><b>Medium to long term plan</b></p> <p>(C1) is a cemetery site that is earmarked for expansion.</p>

## E. INDUSTRIAL AREAS

### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There are currently no industrial areas in Hobhouse.	<p><b>Medium to long term plan</b></p> <p>If the need arises a suitable area will need to be identified. It is proposed that the location of the industrial area should be between Hobhouse and Dipelaneng along the R26 to ensure accessibility for the larger community of Hobhouse.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### LANDFILL

#### HOPHOUSE

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
An inadequate system for refuse removal exists, which cause health hazards and lower living standards. The current dumping site has adequate capacity for the short term	<p><b>Medium to long term plan</b></p> <p>A proposed landfill site has been identified north west of Dipelaneng.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### ROADS

### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Constant maintenance is necessary of all internal streets as well as the upgrading of collector roads in the area.	<p><b>Medium to long term plan</b></p> <p>Constant maintenance is necessary of all internal streets as well as the upgrading of collector roads in the area. A formal taxi rank is planned at the</p>

## 16.3. EXCELSIOR/MAHLATSWETSA

### (A.) CORE AND (B.) BUFFER

### ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN SPACES

#### EXCELSIOR/ MAHLATSWETSA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b><u>Environmentally sensitive areas</u></b></p> <p>Areas adjacent to streams and rivers should be considered as environmental sensitive areas. Development within these areas should be restricted.</p> <p><b><u>Public Open Space</u></b></p> <p>Sport facilities are located in both Excelsior and Mahlatswetsa. These facilities however need maintenance and the facilities within Mahlatswetsa need upgrading. Adequate provision was made for open spaces according to modern town planning principles, although all these open spaces are not presently utilized.</p> <p>Flood lines naturally restrict any development in the specific areas</p>	<p><b><u>Medium Term Plan (1-5years)</u></b></p> <p>Closer to these areas only sport, recreational and tourism; activities will be promoted.</p> <p>Certain areas that are less sensitive can also be used for commonage purposes. Overgrazing should however be prevented.</p> <p>Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas.</p>

## AGRICULTURAL AREAS

### COMMONAGE AND LAND REFORM

### EXCELSIOR/ MAHLATSWETSASA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>The Department of Land Affairs in conjunction with the former TLCs has purchased land for Commonage development.</p>	<p><b><u>Medium to long term plan</u></b></p> <p>Areas for Commonage have been identified. Areas identified as not suitable for development (Passive Open Spaces) could also be used for commonage purposes if it is conducted in a controlled manner.</p>

## D. URBAN RELATED

### RESIDENTIAL

### EXCELSIOR/ MAHLATSWETSASA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>Within the Excelsior area there are approximately 140 backyard dwellers. The housing backlog is estimated at 440 houses and the need is estimated at 500 (Mantsopa Municipality 2006). The current</p>	<p><b><u>Medium Term Plan (1-5years)</u></b></p> <ul style="list-style-type: none"> <li>• <b>(R1)</b> indicates the vacant, medium to high income, erven in Excelsior. Due to the slow growth rate in Excelsior this is projected to be</li> </ul>

need for Residential erven is estimated at 700 to address the backlog. The high to medium-income residential area is situated in Excelsior. There is still sufficient erven available and it is envisaged that this area will be developed mainly through private initiative. Low income residential development will mainly be to the north of Mahlatswetsa. Future development next to the S110 to Thaba Nchu will serve as integration measures. Long term medium income residential development can be done to the northeastern side of Excelsior if the need arise. Densification of vacant erven in Excelsior could be seen as a short to medium term option to address the housing and residential erven need.

- sufficient to accommodate the future needs of the town.
- **(R2)** identifies a future low income development to the North-West of Mahlatswetsa.
  - **(R3)** identifies a future low income development to the North-West of Mahlatswetsa.

## D. URBAN RELATED BUSINESS

### EXCELSIOR/ MAHLATSWETSZA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Tweespruit does have a Central Business District but there is also a need to identify business nodes in Borwa and Dawiesville.	<u>Medium to long term plan</u> Existing and proposed business areas are identified in Excelsior and Mahlatswetsa.

## D. URBAN RELATED CEMETRIES

### EXCELSIOR/ MAHLATSWETSZA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There are three cemeteries within Excelsior area. It is proposed that the cemetery in Mahlatswetsa be expanded to the north should the need arise.	<u>Medium to long term plan</u> <b>(C1)</b> The cemetery in Mahlatswetsa is earmarked for expansion. <b>(C2)</b> The cemetery in Excelsior is earmarked for expansion.

## E. INDUSTRIAL AREAS

### EXCELSIOR/ MAHLATSWETSZA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There are currently no industrial erven in Excelsior.	<u>Medium to long term plan</u> <b>(I1)</b> A future industrial node is proposed between Excelsior and Mahlatswetsa, making it accessible to both communities.

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### ROADS

#### EXCELSIOR/ MAHLATSWETSA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Constant maintenance is necessary as well as the upgrading of collector roads in the area.	<p><b><u>Medium to long term plan</u></b></p> <p>Internal streets within Mahlatswetsa should be maintained on a regular basis.</p> <p>Special emphasis should be placed on the movement corridor between Excelsior and Mahlatswetsa as this road will handle all taxis.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### LANDFILL

#### EXCELSIOR/ MAHLATSWETSA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
	<b><u>Medium to long term plan</u></b>

The current landfill site is situated across the R703 and has adequate capacity for the next 5 years.

The current landfill site is situated across the R703 and has adequate capacity for the next 5 years. It can be expanded if the need arises.

## 16.4 TWEESPRUIT/ DAWIESVILLE/ BORWA

### (A.) CORE AND (B.) BUFFER

### ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN SPACES

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<b><u>Environmentally sensitive areas</u></b>	<p><b><u>Existing Situations</u></b></p> <p>The following environmentally sensitive areas have been identified:</p> <ul style="list-style-type: none"> <li>Low lying areas and streams are located through and around Tweespruit.</li> </ul> <p>Future development in these areas should take the following into consideration:</p> <ul style="list-style-type: none"> <li>The potential impact on rivers, wetlands and flood lines.</li> </ul>

<ul style="list-style-type: none"> <li>The townlands to the west include a dam with wetland/marshland areas.</li> </ul> <p>Development in these areas may hold the following challenges:</p> <ul style="list-style-type: none"> <li>It can be potentially expensive.</li> <li>It may be subject to Flood Lines and unstable or wet soil conditions</li> </ul> <p><b><u>Public Open Space</u></b></p> <p>Both Dawiesville and Borwa have sport facilities. These facilities should however be upgraded. Adequate provision was made for open spaces according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop some of the small parks in “people places” to accommodate the urgent need in this regard.</p>	<p>Development on these areas may require Flood Line studies, Wetland studies, Water Quality studies and Environmental Impact assessments.</p> <p><b><u>Short to Medium Term Plan (1-5 years)</u></b></p> <ul style="list-style-type: none"> <li>The development of sport and recreation and tourism should be a priority in these areas</li> </ul> <p><b><u>Long Term Plan (6-20 years)</u></b></p> <ul style="list-style-type: none"> <li>Sport, recreational and environmental needs should be identified and promoted in these areas</li> </ul>
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## AGRICULTURAL AREAS

### COMMONAGE AND LAND REFORM

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The Department of Land Affairs in conjunction with the former TLCs has purchased land for commonage development	<b><u>Medium to long term plan</u></b> Areas for commonage and small scale farming has been identified and indicated on the map.

## D. URBAN RELATED

### RESIDENTIAL

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Within the Tweespruit area there are approximately 198 backyard dwellers. The housing backlog is estimated at 680 houses and the need is estimated at 700.  The current need for residential erven is estimated at 850 to address the backlog.  The high to medium -income residential area is situated in	<b><u>Medium Term Plan (1-5years)</u></b> <ul style="list-style-type: none"> <li>(R1) indicates the vacant areas in Tweespruit</li> <li>(R2) indicates an area for future residential development of medium to high income.</li> <li>(R3) indicates an area for low income development</li> </ul> <b><u>Long Term Plan (5years -20 years)</u></b>

Tweespruit. There are still sufficient erven available and it is envisaged that this area will be developed mainly through private initiative.

Low income residential development will mainly be to the south and west of Borwa. Land suitable for future residential.

- (R2) indicates an area for future residential development of medium to high income.

## D. URBAN RELATED

### BUSINESS

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Tweespruit does have a Central Business District but there is also a need to identify business nodes in Borwa and Dawiesville.	<u>Medium to long term plan</u> Existing and Proposed business areas are identified in Tweespruit, Borwa and Dawiesville.

## D. URBAN RELATED

### CEMETRIES

#### TWEESPRUIT

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There are two cemeteries with in Tweespruit area.	<u>Medium to long term plan</u> <ul style="list-style-type: none"> <li>• (C1) It is proposed that the cemetery in Borwa be expanded to the east.</li> <li>• (C2) The cemetery in Tweespruit is earmarked for expansion</li> </ul>

## E. INDUSTRIAL AREAS

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Industrial erven are located around the railway station.	<u>Medium to long term plan</u> <ul style="list-style-type: none"> <li>(I1) Expansion of this area into an industrial node is proposed.</li> </ul>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### ROADS

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Constant maintenance is necessary as well as the upgrading of collector roads in the area.	<p><b><u>Medium to long term plan</u></b></p> <p>Of particular importance is the main access road from the N6.</p> <p>Internal streets within Dawiesville and Borwa should be maintained on a regular basis.</p> <p>Special emphasis should be placed on the movement corridor within Borwa as this road will handle all taxis.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### LANDFILL

#### TWEESPRUIT

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
	<b><u>Medium to long term plan</u></b>

The current landfill site does not meet the standards set out by DWAF.

A new site is proposed next to the sewerage works.

### 16.5. THABA PATCHOA

#### (A.) CORE AND (B.) BUFFER

### ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN SPACES

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b><u>Environmentally sensitive areas</u></b></p> <p>The following environmentally sensitive areas have been identified in Thaba Patchoa.</p> <ul style="list-style-type: none"> <li>• A low lying area and stream are located directly to the south of the town.</li> <li>• The townlands of Thaba Patchoa borders the Armenia dam and consists of large wetland areas.</li> </ul> <p>Development in these areas may hold the following challenges:</p>	<p><b><u>Existing Situations</u></b></p> <p>Future development in these areas should take the following into consideration:</p> <ul style="list-style-type: none"> <li>• The potential impact on rivers, wetlands, flood lines, and steep topography.</li> <li>• Development on these areas may require Flood Line studies, Wetland studies, Water Quality studies and Environmental Impact assessments.</li> </ul>

<ul style="list-style-type: none"> <li>• It can be potentially expensive.</li> <li>• It may be subject to Flood Lines and unstable or wet soil conditions</li> </ul> <p><b><u>Public Open Space</u></b></p> <p>No sport and recreation facilities available within Thaba Patchoa. It is proposed that recreation facilities be developed next to the Armenia Dam. Adequate provision was made for open spaces according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop some of the small parks in “people places” to accommodate the urgent need in this regard.</p>	<p><b><u>Short to Medium Term Plan (1-5 years)</u></b></p> <ul style="list-style-type: none"> <li>• The development of sport and recreation and tourism should be a priority in these areas.</li> <li>• The need exist to develop open areas in Thaba Patchoa for recreational purposes.</li> <li>• Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas.</li> </ul> <p><b><u>Long Term Plan (6-20 years)</u></b></p> <ul style="list-style-type: none"> <li>• Sport, recreational and environmental needs should be identified and promoted in these areas.</li> </ul>
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## AGRICULTURAL AREAS

### COMMONAGE AND LAND REFORM

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The surrounding farms is all part of a land reform projects with the main purpose of commonage farming.	<p><b><u>Medium to long term plan</u></b></p> <p>Areas for commonage and small scale farming has been identified and indicated on the map.</p>

## D. URBAN RELATED

### RESIDENTIAL

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
A Large portion of the erven in Thaba Patchoa are vacant that is sufficient to accommodate the needs for future development.	<p><b><u>Medium Term Plan (1-5years)</u></b></p> <ul style="list-style-type: none"> <li>• <b>(R1)</b> A Large portion of the erven in Thaba Patchoa are vacant that is sufficient to accommodate the needs for future development</li> </ul> <p><b><u>Long Term Plan (5years -20years)</u></b></p> <ul style="list-style-type: none"> <li>• <b>(R2)</b> indicates an area for a longer term residential extension.</li> </ul>

## D. URBAN RELATED

### CEMETRIES

#### THABA PATCHOA

#### D. URBAN RELATED

### BUSINESS

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b>Central Business District (CBD)</b></p> <p>There is no CBD with in Thaba Patchoa. Some business erven exist at the entrance of the town. It is proposed that if the need arises for more business erven they should be located adjacent to the existing ones.</p>	<p><b>Medium to long term plan</b></p> <p>The area of expansion is indicated on the SDF Plan.</p>

#### CURRENT SPATIAL TRENDS

#### FUTURE DEVELOPMENT FRAMEWORK

There is only one cemetery that has adequate capacity for the short term.

**Medium to long term plan**

(C1) The cemetery site could be expanded should the need arise.

## E. INDUSTRIAL AREAS

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>There are currently no industrial erven in Thaba Patchoa.</p>	<p><b>Medium to long term plan</b></p> <p>If the need arises a suitable area will need to be identified.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

## ROADS

### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Constant maintenance is necessary as well as the upgrading of collector roads in the area. Of particular importance is the main road to Thaba Patchoa.	<p><b>Medium to long term plan</b></p> <p>Of particular Importance is the upgrade and maintenance of the main road to Thaba Patchoa.</p>

Sectoral policies/by-laws/guidelines of all Municipal Departments identified in the IDP)

Municipal

COGTA: MIG/LED

Other Sectoral Departments

### 4.2 SDF PROPOSALS FOR THE LOCAL MUNICIPALITY FOR THE NEXT 5 YEARS (MACRO LEVEL MAP)

#### 4.2.2 PROPOSALS ON MACRO LEVEL FOR WHOLE OF LOCAL MUNICIPALITY ACCORDING TO SPCs

A: Core Areas

B: Buffer Areas

C: Agricultural Areas

D: Urban Related Areas

E: Industrial Areas

F: Surface Infrastructure and Buildings

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### LANDFILL

### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There is no formal landfill site and the need exits to development one.	<p><b>Medium to long term plan</b></p> <p>There is no formal landfill site and the need exits to development one.</p>

#### 4.1.2 MUNICIPAL PROGRAMMES/PROJECTS IDENTIFIED IN THE IDP

#### 4.2.3 OBJECTIVES THAT REFLECT THE DESIRED SPATIAL FORM OF THE MUNICIPALITY ON THE MACRO LEVEL MAP

**Hubs****Nodes****Corridors**

### **4.3 SDF PROPOSALS FOR EACH TOWN IN THE LOCAL MUNICIPALITY FOR THE NEXT 5 YEARS (MICRO LEVEL MAP)**

#### **4.3.2 PROPOSALS FOR EACH TOWN IN THE LOCAL MUNICIPALITY ACCORDING TO SPCS**

##### **MICRO SPATIAL DEVELOPMENT FRAMEWORK OF MANTSOPA**

The micro SDF is organized into 6 categories, numbered A-F with sub sections and also color coded accordingly. Matching maps are added to the document. See the layout below:

	<b>A</b> CORE	A.a Statutory Protected Areas
	<b>B</b> BUFFER	B.a Non-Statutory Conservation Areas B.b Ecological Corridors B.c Urban Green Areas
	<b>C</b> AGRICULTURAL AREAS	C.a Extensive agricultural areas C.b Intensive agricultural areas
	<b>D</b> URBAN RELATED	D.a Main Towns D.b Local Towns D.c Rural Settlements D.d Tribal Authority Settlements D.e Communal Settlements D.f Institutional Areas D.g Authority Areas D.h Residential Areas D.i Business Areas D.j Service Related Business D.k Special Business D.l SMME Incubators D.m Mixed Use Development Areas D.n Cemeteries D.o Sports fields & Infrastructure D.p Airport and Infrastructure D.q Resorts & Tourism Related Areas D.r Farmsteads & Outbuildings
	<b>E</b> INDUSTRIAL AREAS	E.a Agricultural industry E.b Industrial Development Zone E.c Light industry E.d Heavy industry E.e Extractive industry
	<b>F</b> SURFACE INFRASTRUCTURE & BUILDINGS	F.a National roads F.b Main roads F.c Minor roads F.d Public Streets F.e Heavy Vehicle Overnight Facilities F.f Railway lines F.g Power lines F.h Telecommunication Infrastructure F.i Renewable Energy Structures F.j Dams & Reservoirs F.k Canals F.l Sewerage Plants and Refuse Areas

## 16.1. LADYBRAND/MANYATSENG

### (A.) CORE AND (B.) BUFFER

#### ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN PLACES

##### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b><u>Environmentally sensitive areas</u></b></p> <p>Several areas were identified as being environmentally sensitive, in Ladybrand / Manyatseng.</p> <ul style="list-style-type: none"> <li>• Steep slopes and foothills surround the town. These areas are being reserved as passive open spaces.</li> <li>• Small streams transverse the area and consist of wetlands and dongas. These areas are also subject to flood potential and unstable soil conditions that are prone to corrosion.</li> <li>• The low lying area to the north-west is considered sensitive due to the locality of various boreholes near the streams, which supply</li> </ul>	<p><b><u>Existing Situations</u></b></p> <p>Future development in this area should take the following into consideration:</p> <ul style="list-style-type: none"> <li>• The potential impact on rivers, dongas, wetlands, flood lines, foothills, steep slopes and boreholes.</li> <li>• Infill planning on existing open areas in town should also take the above environmental factors into consideration.</li> <li>• Development on these areas may require Flood Line studies, Wetland studies, Water Quality studies and Environmental</li> </ul>

<p>potable water for consumption to residents. Development in these areas could cause the pollution of this water source.</p> <p>The above are environmentally sensitive areas. Development in these areas may hold the following challenges:</p> <ul style="list-style-type: none"> <li>• It can be potentially expensive.</li> <li>• It may hold potential health risks with regard to water quality.</li> <li>• It may be subject to flood lines and unstable or wet soil conditions</li> </ul> <p><b><u>Public Open Spaces</u></b></p> <p>A number of various recreation facilities are provided within Ladybrand/Manyatseng. The need however exists to upgrade these facilities. Adequate provision was made for open spaces in according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop some of the small parks in “people places” to accommodate the urgent need in this regard.</p>	<p>Impact assessments that can be very expensive.</p> <p><b><u>Short to Medium Term Plan (1-5 years)</u></b></p> <ul style="list-style-type: none"> <li>• The development of sport and recreation and tourism should be a priority in these areas.</li> <li>• Cognizance should also be taken that adequate functional open spaces for sport and recreation purposes will be available.</li> <li>• It is proposed that the 1:50 year flood line in the western sector of Ladybrand be determined.</li> <li>• The cancellation of erven in flood line areas in Ladybrand and Mahlatswetsa should be investigated.</li> </ul> <p><b><u>Long Term Plan (6-20 years)</u></b></p> <ul style="list-style-type: none"> <li>• Sport, recreational and environmental needs should be identified and promoted in these areas.</li> </ul>
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## AGRICULTURAL AREAS

### COMMONAGE AND LAND

#### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The area north east of the R26 is currently being used for Commonage purposes. Areas identified as not suitable for development (Passive Open Spaces) could also be used for Commonage purposes if it is conducted in a controlled manner.	Sustainable and coordinated commonage projects should be developed that are regulated by the Local Authority to ensure the productive utilization of commonage land.

Several areas were identified as being environmentally sensitive, in Ladybrand / Manyatseng. Small streams transverse the area and restrict building and development of certain activities due to flood potentials and soil conditions.

The low lying area to the north-west is considered sensitive due to the locality of various boreholes near the streams, which supply potable water for consumption to residents. As certain developments could cause the pollution of this water source, it will be controlled and limited to sport and recreational activities.

Future expansion of the town is restricted due to the steep slopes of the foothills situated surround Ladybrand and Manyatseng. These areas are being reserved as passive open spaces.

#### Residential Needs

Within the Ladybrand area there are approximately 352 backyard dwellers and 991 shacks. According to the IDP (2008) Ladybrand/Manyatseng are in need of 2000 residential erven to address the current backlog

Due to the above physical barriers Manyatseng is in urgent need of

Proclaimed erven have been identified in Ladybrand and Mahlatwetsa that are situated in wetland areas and flood Line areas. The development of these areas may not be viable and may be too costly since it may require approvals of Wetland studies, Floodlines, Environmental impact assessment and channeling of water. Most of the erven still belong to the Municipality. The cancelation of these erven is therefore proposed.

There are numerous large Open Spaces inside of Mahlatwetsa. Although these areas may be considered for infill planning the following should however be noted:

- In the original Township Establishment these areas were reserved mainly due to their location in wetland and Flood Line areas.
- As mentioned above, development in these areas can be expensive and will require extensive environmental studies

The most viable and affordable option may be to identify vacant municipal land for the purpose of township establishment.

## D. URBAN RELATED

### RESIDENTIAL

#### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<b>Physical Constraints</b>	<b>Existing Situations</b>

<p>available land for residential development.</p> <p>The high-income residential areas are situated towards the south and southwest against the foothills. There are still sufficient erven available and it is envisaged that this area will be developed mainly through private initiative.</p>	<p><b>Medium Term Plan (1-5years)</b></p> <p>Due to numerous constraints as mentioned under the Current Spatial Trends it seems that the only potentially viable area for development is on the eastern side of the Provincial Road. This area is directly connected to Ladybrand and Manyatseng via two main roads that go over and under the Provincial Road.</p> <ul style="list-style-type: none"> <li>• (R1) indicates a new residential related development that should also include business nodes to accommodate the neighborhood.</li> <li>• (R2) indicates a new residential area that is separated from (R1) by a river and a Flood Line area.</li> <li>• (R3) indicates a potential residential area that has been identified by the Municipality.</li> <li>• (R4) was also identified for residential development.</li> </ul> <p><b>Long Term Plan (5years -20 years)</b></p> <p>Should the long term need arise the Municipality may consider using a portion of the Commonage land for long term residential expansion.</p>
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## D. URBAN RELATED

# BUSINESS

## LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b>Central Business District (CBD)</b></p> <p>Main business facilities are located in the centre of Ladybrand. The CBD of Ladybrand is relatively large in relation to the size of the town. This is due to its multi-dimensional function.</p> <ul style="list-style-type: none"> <li>• It focuses on local, commercial and office land uses.</li> <li>• It functions as a main business and shopping area for surrounding farms.</li> <li>• It is a main business and shopping area for surrounding towns.</li> <li>• It functions as a main national border town between South Africa and Lesotho and therefore receives a lot of Lesotho and Maseru clients in the form of businesses and foreign/ migrant workers and visitors.</li> <li>• It is situated on the popular Maluti Tourist route that can</li> </ul>	<p><b>Central Business District (CBD)</b></p> <p>The shape, form and direction of the future expansion of the CBD as indicated on the SDF future development plan is motivated by the following factors:</p> <ul style="list-style-type: none"> <li>• It needs to take existing business and business-trends into account.</li> <li>• It needs to be accessible and integrate with Manyatseng.</li> <li>• It needs to be accessible to and from potential new developments on the eastern side of the Provincial Road.</li> <li>• It needs to be accessible to the provincial roads and other main roads in order to be accessible for neighboring towns and farms and to accommodate for visitors from Lesotho and the Maluti Route.</li> </ul> <p><b>Note: The SDF Plan provides for medium term (1-5 years) expansion as well as for longer term expansion</b></p>

<p>generate a lot of tourist orientated business.</p> <p><b><u>Small Business Nodes (SBN)</u></b></p> <p>The need for business nodes has been identified in Manyatseng.</p>	<p><b><u>Small Business Nodes (SBN)</u></b></p> <p>A vast number of small residentially based shops and informal trading occur in Manyatseng. A regeneration plan of Small Business Nodes (SBN) was identified within Manyatseng. The main purpose of these nodes is to concentrate mixed business facilitates. Placement of such centers was determined given factors such as future residential expansion, existing activity nodes and vacant land adjacent to the proposed land uses.</p>
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## D. URBAN RELATED

### CEMETRIES

#### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>Within the Ladybrand area there are six cemeteries that are filled to capacity.</p>	<p><b><u>Medium to long term plan</u></b></p> <p>(C1) is an existing cemetery site that is earmarked for expansion.</p>

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## E. INDUSTRIAL AREAS

#### LADYBRAND/MANYATSENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>The industrial area is currently located on the western side to Ladybrand.</p>	<p><b><u>Medium to long term plan</u></b></p> <p>(I1) A future Industrial area is identified directly to the north of the existing industrial area.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### ROADS

**LADYBRAND/MANYATSENG**

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>A corridor between the CBD and the SBN within Manyatseng is proposed to link development.</p> <p>Upgrading of all internal streets is identified.</p> <p>Constant maintenance is necessary as well as the upgrading of collector roads in the area.</p>	<p><b><u>Medium to long term plan</u></b></p> <ul style="list-style-type: none"> <li>There are two main access points to Ladybrand, both from the R26. The R26 forms part of the Maluti Tourism Route. Upgrading of these access points can enhance the tourism income of Ladybrand.</li> <li>Upgrading of the main street corridor through the CBD as well as the connector streets to the Business Nodes in Manyatseng is a priority</li> <li>Taxi ranks should be developed at all the major business nodes.</li> <li>A third access point from the western side of Lady Brand should be maintained</li> </ul>

**F. SURFACE INFRASTRUCTURE AND BUILDINGS****LANDFILL****LADYBRAND**

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The current landfill site is located to the east of Ladybrand and has adequate capacity for the next 5 years.	<p><b><u>Medium to long term plan</u></b></p> <p>The current landfill site is located to the east of Ladybrand and has adequate capacity for the next 5 years.</p>

**16.2. HOBHOUSE/DIPELANENG****(A.)CORE AND (B.)BUFFER****ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN SPACES****HOBHOUSE/DIPELANENG**

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b><u>Environmentally sensitive areas</u></b></p> <p>Several areas were identified as being environmentally sensitive, in Hobhouse and Dipelaneng.</p>	<p><b><u>Existing Situations</u></b></p> <p>Future development in this area should take the following into consideration:</p>

- The steep topography situated to the north-western side of Dipelaneng, this area is being reserved for passive open spaces.
- A low lying area of streams and catchment areas are located to the eastern side of Hobhouse.
- Small streams transverse the area and consist of wetlands. These areas are also subject to flood potential and potentially unstable soil conditions that may be prone to corrosion.

The above are environmentally sensitive. Development in these areas may hold the following challenges:

- It can be potentially expensive.
- It may be subject to Flood Lines and unstable or wet soil conditions.

#### Public Open Space

A number of various recreation facilities are provided with in the greater Wepener. There is a need for a sport stadium.

Adequate provision was made for open spaces according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop

- The potential impact on rivers, wetlands, flood lines, and steep topography.
- Infill planning on existing open areas in town should also take the above environmental factors into consideration.
- Development on these areas may require Flood Line studies, Wetland studies, Water Quality studies and Environmental Impact assessments.

#### Short to Medium Term Plan (1-5 years)

- The development of sport and recreation and tourism should be a priority in these areas
- A development of a new sporting stadium is planned in Dipelaneng.

#### Long Term Plan (6-20 years)

- Sport, recreational and environmental needs should be identified and promoted in these areas
- A development of a new sporting stadium is planned in Dipelaneng.

some of the small parks in “people places” to accommodate the urgent need in this regard.

## AGRICULTURAL AREAS

### COMMONAGE AND LAND REFORM

#### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The municipal town lands are used for commonage purposes. The communities for small-scale farming and communal grazing use such commonages. The Department of Land Affairs in conjunction with the former TLCs has purchased land for commonage development.	<b><u>Medium to long term plan</u></b>  Areas for commonage and small scale farming has been identified and indicated on the map.

## D. URBAN RELATED

### RESIDENTIAL

#### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Development in Dipelaneng is mainly restricted by steep slopes, a dam and the Provincial Road R26. This has a	<b><u>Medium Term Plan (1-5years)</u></b>

<p>direct effect on the direction of the future extension of the town.</p> <p>Within the Hobhouse area there are approximately 174 backyard dwellers. The housing backlog is estimated at 624 houses and the need is estimated at 700 (Mantsopa Municipality 2006). The current need for (Residential erven) is estimated at 850 to address the backlog.</p> <p>The high to medium-income residential areas are situated in Hobhouse. There are still sufficient erven available and it is envisaged that this area will be developed mainly through private initiative. Low income residential development will mainly be on the north-eastern side of Dipelaneng to ward. Their area currently in the process of formalizing 350 residential erven.</p>	<ul style="list-style-type: none"> <li>(R1) indicates the vacant, medium to high income, erven in Hobhouse. Due to the slow growth rate in Hobhouse this is projected to be sufficient to accommodate the future needs of the town</li> <li>(R2) identifies an area for future residential development.</li> </ul> <p><b>Long Term Plan (5years -20years)</b></p> <ul style="list-style-type: none"> <li>(R3) indicates an area for a longer term residential extension.</li> </ul>
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## D. URBAN RELATED

### BUSINESS

#### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK

<p>The CBD consist of 6 business erven in the centre of town.</p> <p>There is also a need to identify Business Nodes in Dipelaneng.</p>	<p><b>Medium to long term plan</b></p> <ul style="list-style-type: none"> <li>The area of expansion of the CBD is indicated on the SDF Plan.</li> <li>Business nodes have been identified in Dipaleng.</li> </ul>
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## D. URBAN RELATED

### CEMETRIES

#### HOBHOUSE

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>Within the Hobhouse area there are four cemeteries, of which only one is functioning.</p>	<p><b>Medium to long term plan</b></p> <p>(C1) is a cemetery site that is earmarked for expansion.</p>

## E. INDUSTRIAL AREAS

### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There are currently no industrial areas in Hobhouse.	<p><b>Medium to long term plan</b></p> <p>If the need arises a suitable area will need to be identified. It is proposed that the location of the industrial area should be between Hobhouse and Dipelaneng along the R26 to ensure accessibility for the larger community of Hobhouse.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### LANDFILL

#### HOPHOUSE

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
An inadequate system for refuse removal exists, which cause health hazards and lower living standards. The current dumping site has adequate capacity for the short term	<p><b>Medium to long term plan</b></p> <p>A proposed landfill site has been identified north west of Dipelaneng.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### ROADS

### HOBHOUSE/DIPELANENG

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Constant maintenance is necessary of all internal streets as well as the upgrading of collector roads in the area.	<p><b>Medium to long term plan</b></p> <p>Constant maintenance is necessary of all internal streets as well as the upgrading of collector roads in the area. A formal taxi rank is planned at the</p>

## 16.3. EXCELSIOR/MAHLATSWETSA

### (A.)CORE AND (B.)BUFFER

### ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN SPACES

### EXCELSIOR/ MAHLATSWETSA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b><u>Environmentally sensitive areas</u></b></p> <p>Areas adjacent to streams and rivers should be considered as environmental sensitive areas. Development within these areas should be restricted.</p> <p><b><u>Public Open Space</u></b></p> <p>Sport facilities are located in both Excelsior and Mahlatswetsa. These facilities however need maintenance and the facilities within Mahlatswetsa need upgrading. Adequate provision was made for open spaces according to modern town planning principles, although all these open spaces are not presently utilized.</p> <p>Flood lines naturally restrict any development in the specific areas</p>	<p><b><u>Medium Term Plan (1-5years)</u></b></p> <p>Closer to these areas only sport, recreational and tourism; activities will be promoted.</p> <p>Certain areas that are less sensitive can also be used for commonage purposes. Overgrazing should however be prevented.</p> <p>Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas.</p>

## AGRICULTURAL AREAS

### COMMONAGE AND LAND REFORM

### EXCELSIOR/ MAHLATSWETSASA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>The Department of Land Affairs in conjunction with the former TLCs has purchased land for Commonage development.</p>	<p><b><u>Medium to long term plan</u></b></p> <p>Areas for Commonage have been identified. Areas identified as not suitable for development (Passive Open Spaces) could also be used for commonage purposes if it is conducted in a controlled manner.</p>

## D. URBAN RELATED

### RESIDENTIAL

### EXCELSIOR/ MAHLATSWETSASA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>Within the Excelsior area there are approximately 140 backyard dwellers. The housing backlog is estimated at 440 houses and the need is estimated at 500 (Mantsopa Municipality 2006). The current</p>	<p><b><u>Medium Term Plan (1-5years)</u></b></p> <ul style="list-style-type: none"> <li>• <b>(R1)</b> indicates the vacant, medium to high income, erven in Excelsior. Due to the slow growth rate in Excelsior this is projected to be</li> </ul>

need for Residential erven is estimated at 700 to address the backlog. The high to medium-income residential area is situated in Excelsior. There is still sufficient erven available and it is envisaged that this area will be developed mainly through private initiative. Low income residential development will mainly be to the north of Mahlatswetsa. Future development next to the S110 to Thaba Nchu will serve as integration measures. Long term medium income residential development can be done to the northeastern side of Excelsior if the need arise. Densification of vacant erven in Excelsior could be seen as a short to medium term option to address the housing and residential erven need.

- sufficient to accommodate the future needs of the town.
- **(R2)** identifies a future low income development to the North-West of Mhlatswesa.
  - **(R3)** identifies a future low income development to the North-West of Mhlatswesa.

## D. URBAN RELATED BUSINESS

### EXCELSIOR/ MAHLATSWETSJA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Tweespruit does have a Central Business District but there is also a need to identify business nodes in Borwa and Dawiesville.	<u>Medium to long term plan</u> Existing and proposed business areas are identified in Excelsior and Mahlatswetsa.

## D. URBAN RELATED CEMETRIES

### EXCELSIOR/ MAHLATSWETSJA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There are three cemeteries within Excelsior area. It is proposed that the cemetery in Mahlatswetsa be expanded to the north should the need arise.	<u>Medium to long term plan</u> <b>(C1)</b> The cemetery in Mahlatswetsa is earmarked for expansion. <b>(C2)</b> The cemetery in Excelsior is earmarked for expansion.

## E. INDUSTRIAL AREAS

### EXCELSIOR/ MAHLATSWETSJA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There are currently no industrial erven in Excelsior.	<u>Medium to long term plan</u> <b>(I1)</b> A future industrial node is proposed between Excelsior and Mahlatswetsa, making it accessible to both communities.

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### ROADS

#### EXCELSIOR/ MAHLATSWETSA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Constant maintenance is necessary as well as the upgrading of collector roads in the area.	<p><b><u>Medium to long term plan</u></b></p> <p>Internal streets within Mahlatswetsa should be maintained on a regular basis.</p> <p>Special emphasis should be placed on the movement corridor between Excelsior and Mahlatswetsa as this road will handle all taxis.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### LANDFILL

#### EXCELSIOR/ MAHLATSWETSA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
	<b><u>Medium to long term plan</u></b>

The current landfill site is situated across the R703 and has adequate capacity for the next 5 years.

The current landfill site is situated across the R703 and has adequate capacity for the next 5 years. It can be expanded if the need arises.

## 16.4 TWEESPRUIT/ DAWIESVILLE/ BORWA

### (A.)CORE AND (B.)BUFFER

### ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN SPACES

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<b><u>Environmentally sensitive areas</u></b>	<p><b><u>Existing Situations</u></b></p> <p>The following environmentally sensitive areas have been identified:</p> <p>Future development in these areas should take the following into consideration:</p>

<ul style="list-style-type: none"> <li>Low lying areas and streams are located through and around Tweespruit.</li> <li>The townlands to the west include a dam with wetland/marshland areas.</li> </ul> <p>Development in these areas may hold the following challenges:</p> <ul style="list-style-type: none"> <li>It can be potentially expensive.</li> <li>It may be subject to Flood Lines and unstable or wet soil conditions</li> </ul> <p><b>Public Open Space</b></p> <p>Both Dawiesville and Borwa have sport facilities. These facilities should however be upgraded. Adequate provision was made for open spaces according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop some of the small parks in “people places” to accommodate the urgent need in this regard.</p>	<ul style="list-style-type: none"> <li>The potential impact on rivers, wetlands and flood lines. Development on these areas may require Flood Line studies, Wetland studies, Water Quality studies and Environmental Impact assessments.</li> </ul> <p><b><u>Short to Medium Term Plan (1-5 years)</u></b></p> <ul style="list-style-type: none"> <li>The development of sport and recreation and tourism should be a priority in these areas</li> </ul> <p><b><u>Long Term Plan (6-20 years)</u></b></p> <ul style="list-style-type: none"> <li>Sport, recreational and environmental needs should be identified and promoted in these areas</li> </ul>
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## AGRICULTURAL AREAS

### COMMONAGE AND LAND REFORM

### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The Department of Land Affairs in conjunction with the former TLCs has purchased land for commonage development	<b><u>Medium to long term plan</u></b> Areas for commonage and small scale farming has been identified and indicated on the map.

## D. URBAN RELATED

### RESIDENTIAL

### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Within the Tweespruit area there are approximately 198 backyard dwellers. The housing backlog is estimated at 680 houses and the need is estimated at 700.  The current need for residential erven is estimated at 850 to address the backlog.	<b><u>Medium Term Plan (1-5years)</u></b> <ul style="list-style-type: none"> <li>(R1) indicates the vacant areas in Tweespruit</li> <li>(R2) indicates an area for future residential development of medium to high income.</li> </ul>

The high to medium -income residential area is situated in Tweespruit. There are still sufficient erven available and it is envisaged that this area will be developed mainly through private initiative.  Low income residential development will mainly be to the south and west of Borwa. Land suitable for future residential.	<ul style="list-style-type: none"> <li>• <b>(R3)</b> indicates an area for low income development  <b><u>Long Term Plan (5years -20 years)</u></b></li> <li>• <b>(R2)</b> indicates an area for future residential development of medium to high income.</li> </ul>
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## D. URBAN RELATED

### BUSINESS

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Tweespruit does have a Central Business District but there is also a need to identify business nodes in Borwa and Dawiesville.	<u>Medium to long term plan</u>  Existing and Proposed business areas are identified in Tweespruit, Borwa and Dawiesville.

## D. URBAN RELATED

### CEMETRIES

#### TWEESPRUIT

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There are two cemeteries with in Tweespruit area.	<u>Medium to long term plan</u> <ul style="list-style-type: none"> <li>• <b>(C1)</b> It is proposed that the cemetery in Borwa be expanded to the east.</li> <li>• <b>(C2)</b> The cemetery in Tweespruit is earmarked for expansion</li> </ul>

## E. INDUSTRIAL AREAS

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Industrial erven are located around the railway station.	<u>Medium to long term plan</u> <ul style="list-style-type: none"> <li>• <b>(I1)</b> Expansion of this area into an industrial node is proposed.</li> </ul>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### ROADS

#### TWEESPRUIT/ DAWIESVILLE/ BORWA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Constant maintenance is necessary as well as the upgrading of collector roads in the area.	<p><b><u>Medium to long term plan</u></b></p> <p>Of particular importance is the main access road from the N6.</p> <p>Internal streets within Dawiesville and Borwa should be maintained on a regular basis.</p> <p>Special emphasis should be placed on the movement corridor within Borwa as this road will handle all taxis.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### LANDFILL

#### TWEESPRUIT

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
	<b><u>Medium to long term plan</u></b>

The current landfill site does not meet the standards set out by DWAF.

A new site is proposed next to the sewerage works.

### 16.5. THABA PATCHOA

#### (A.)CORE AND (B.)BUFFER

### ENVIRONMENTALLY SENSITIVE AREAS AND PUBLIC OPEN SPACES

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b><u>Environmentally sensitive areas</u></b></p> <p>The following environmentally sensitive areas have been identified in Thaba Patchoa.</p> <ul style="list-style-type: none"> <li>• A low lying area and stream are located directly to the south of the town.</li> <li>• The townlands of Thaba Patchoa borders the Armenia dam and consists of large wetland areas.</li> </ul> <p>Development in these areas may hold the following challenges:</p>	<p><b><u>Existing Situations</u></b></p> <p>Future development in these areas should take the following into consideration:</p> <ul style="list-style-type: none"> <li>• The potential impact on rivers, wetlands, flood lines, and steep topography.</li> <li>• Development on these areas may require Flood Line studies, Wetland studies, Water Quality studies and Environmental Impact assessments.</li> </ul>

<ul style="list-style-type: none"> <li>• It can be potentially expensive.</li> <li>• It may be subject to Flood Lines and unstable or wet soil conditions</li> </ul> <p><b><u>Public Open Space</u></b></p> <p>No sport and recreation facilities available within Thaba Patchoa. It is proposed that recreation facilities be developed next to the Armenia Dam. Adequate provision was made for open spaces according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop some of the small parks in “people places” to accommodate the urgent need in this regard.</p>	<p><b><u>Short to Medium Term Plan (1-5 years)</u></b></p> <ul style="list-style-type: none"> <li>• The development of sport and recreation and tourism should be a priority in these areas.</li> <li>• The need exist to develop open areas in Thaba Patchoa for recreational purposes.</li> <li>• Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas.</li> </ul> <p><b><u>Long Term Plan (6-20 years)</u></b></p> <ul style="list-style-type: none"> <li>• Sport, recreational and environmental needs should be identified and promoted in these areas.</li> </ul>
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## AGRICULTURAL AREAS

### COMMONAGE AND LAND REFORM

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
The surrounding farms is all part of a land reform projects with the main purpose of commonage farming.	<p><b><u>Medium to long term plan</u></b></p> <p>Areas for commonage and small scale farming has been identified and indicated on the map.</p>

## D. URBAN RELATED

### RESIDENTIAL

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
A Large portion of the erven in Thaba Patchoa are vacant that is sufficient to accommodate the needs for future development.	<p><b><u>Medium Term Plan (1-5years)</u></b></p> <ul style="list-style-type: none"> <li>• <b>(R1)</b> A Large portion of the erven in Thaba Patchoa are vacant that is sufficient to accommodate the needs for future development</li> </ul> <p><b><u>Long Term Plan (5years -20years)</u></b></p> <ul style="list-style-type: none"> <li>• <b>(R2)</b> indicates an area for a longer term residential extension.</li> </ul>

## D. URBAN RELATED

### CEMETRIES

#### THABA PATCHOA

#### D. URBAN RELATED

### BUSINESS

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p><b>Central Business District (CBD)</b></p> <p>There is no CBD with in Thaba Patchoa. Some business erven exist at the entrance of the town. It is proposed that if the need arises for more business erven they should be located adjacent to the existing ones.</p>	<p><b>Medium to long term plan</b></p> <p>The area of expansion is indicated on the SDF Plan.</p>

#### CURRENT SPATIAL TRENDS

#### FUTURE DEVELOPMENT FRAMEWORK

There is only one cemetery that has adequate capacity for the short term.

**Medium to long term plan**

(C1) The cemetery site could be expanded should the need arise.

## E. INDUSTRIAL AREAS

#### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
<p>There are currently no industrial erven in Thaba Patchoa.</p>	<p><b><u>Medium to long term plan</u></b></p> <p>If the need arises a suitable area will need to be identified.</p>

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

## ROADS

### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
Constant maintenance is necessary as well as the upgrading of collector roads in the area. Of particular importance is the main road to Thaba Patchoa.	<p><b><u>Medium to long term plan</u></b></p> <p>Of particular Importance is the upgrade and maintenance of the main road to Thaba Patchoa.</p>

Agriculture Areas

Urban Related Areas

Industrial Areas

Surface Industrial Areas

4.3.3 OBJECTIVES THAT REFLECT THE DESIRED SPATIAL FORM FOR EACH TOWN IN THE LOCAL MUNICIPALITY ON THE MICRO LEVEL MAP

Nodes

Corridors

4.3.4 URBAN EDGE

## F. SURFACE INFRASTRUCTURE AND BUILDINGS

### LANDFILL

### THABA PATCHOA

CURRENT SPATIAL TRENDS	FUTURE DEVELOPMENT FRAMEWORK
There is no formal landfill site and the need exists to develop one.	<p><b><u>Medium to long term plan</u></b></p> <p>There is no formal landfill site and the need exists to develop one.</p>

Buffer Areas

## **5 IMPLEMENTATION PLAN**

### **5.1 SUPPORTING POLICIES**

5.1.2 INCLUSIVE HOUSING

5.1.3 DENSIFICATION

5.1.4 REGENERATION

5.1.5 INTEGRATED TRANSPORT

5.1.6 LAND USE

5.1.7 GREENING POLICY

5.1.8 OTHER

### **5.2 SUPPORTING GUIDELINES**

5.2.2 HERITAGE AND CONSERVATION

5.2.3 INTEGRATED DEVELOPMENT

5.2.4 SOCIAL FACILITY PROVISION

5.2.5 RURAL / TRADITIONAL AREAS

5.2.6 LAND USE SCHEME

5.2.7 OTHER

### **5.3 CAPITAL INVESTMENT/EXPENDITURE FRAMEWORK**

5.3.2 SPATIAL PRIORITIES

5.3.3 IMPLEMENTATION REQUIREMENTS

5.3.4 INSTITUTIONAL ARRANGEMENTS

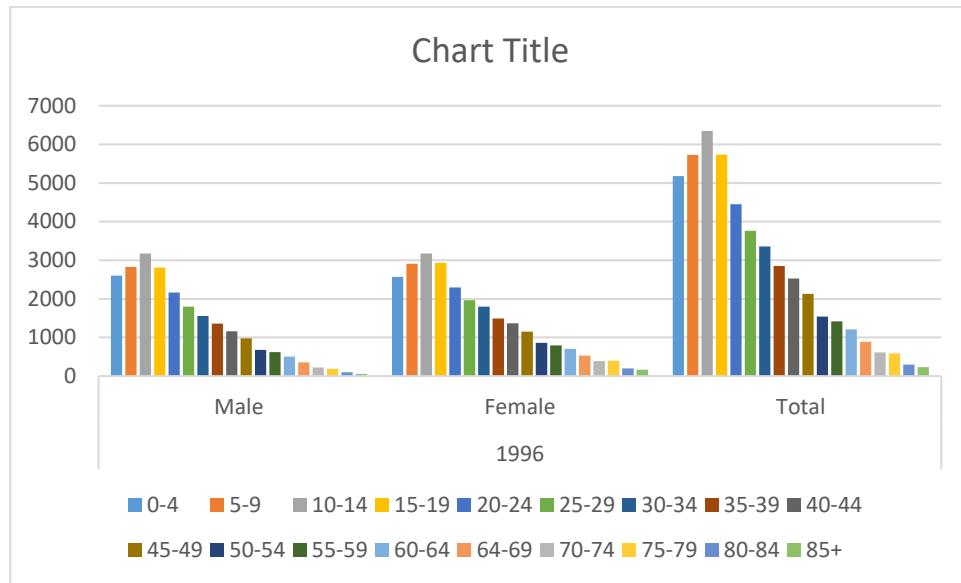
5.3.5 TABLE: IMPLEMENTATION AND CAPITAL INVESTMENT PLAN

### **5.4 PUBLIC PARTICIPATION**

5.4.2 ADVERTISEMENTS

5.4.3 LIST OF PUBLIC PARTICIPATION MEETINGS

5.4.4 IDP PUBLIC PARTICIPATION MEETINGS



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